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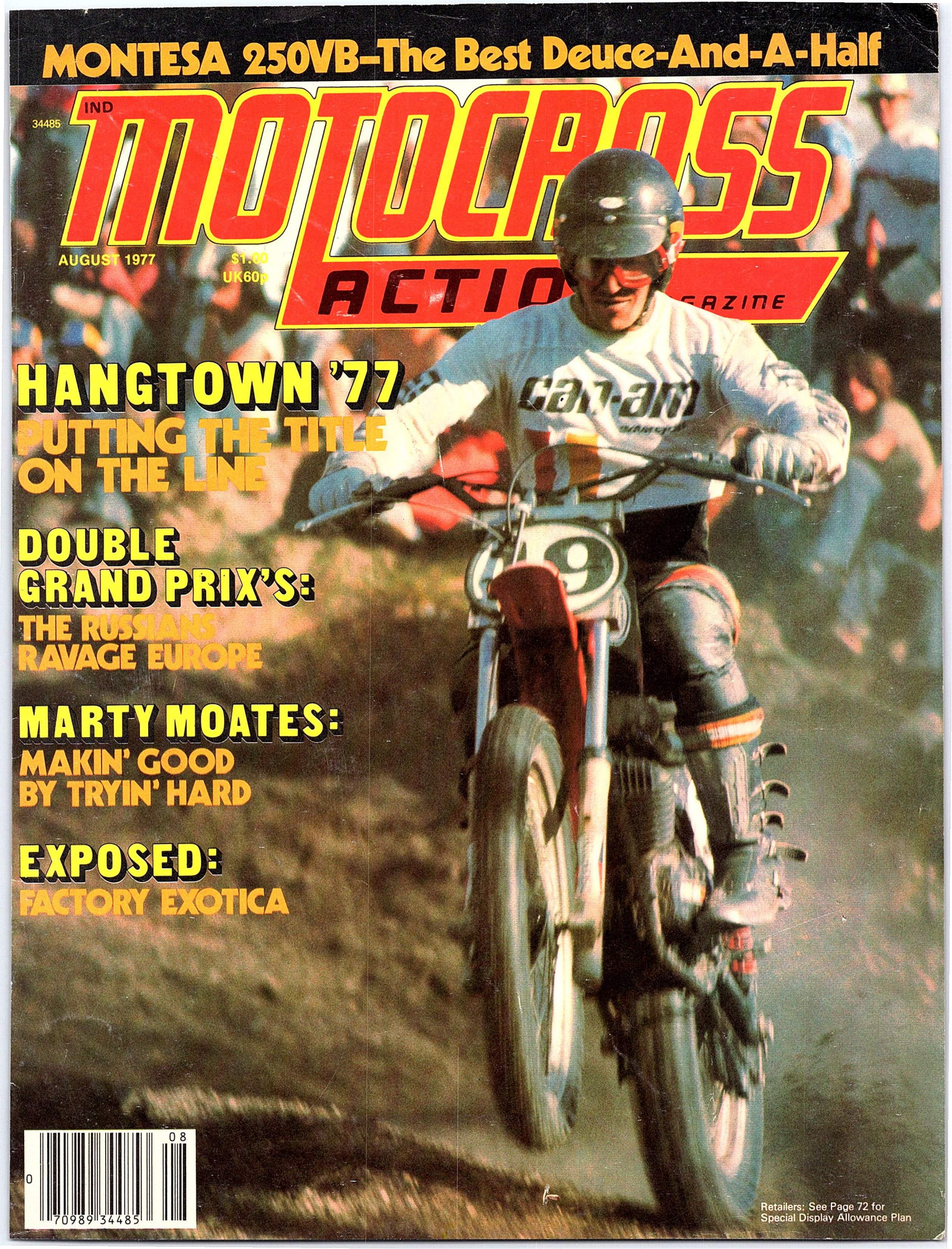

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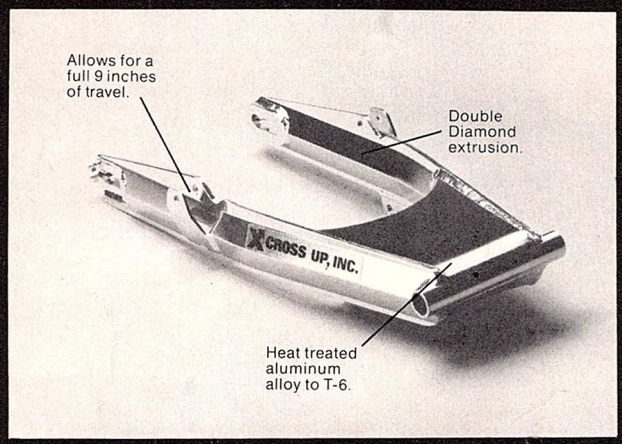
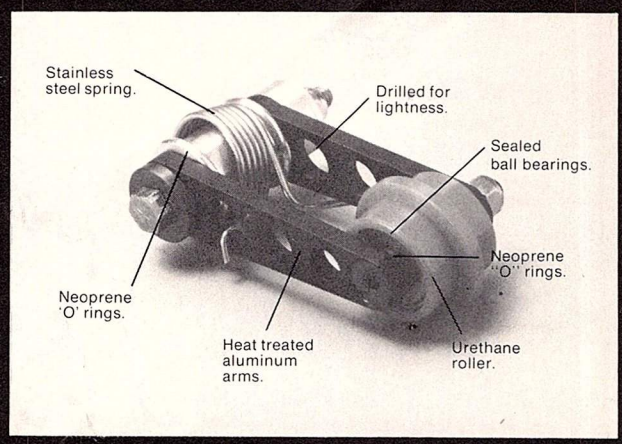


This is our popular swingarm for the Suzuki RM-100 and RM-125. Like all CROSS UP swingarms it features our unique DOUBLE DIAMOND extrusion construction of 6061 T-6 aluminum alloy for much less unsprung weight with extraordinary strength and structural rigidity. Naturally, it's covered by our 6 month replacement guarantee. $130.



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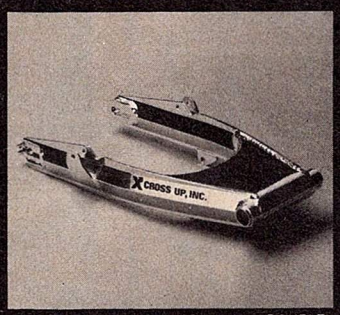
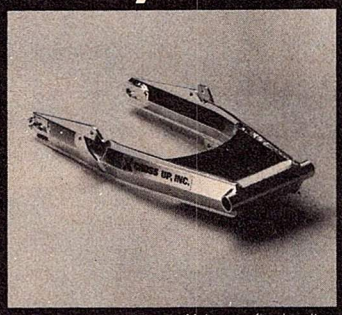
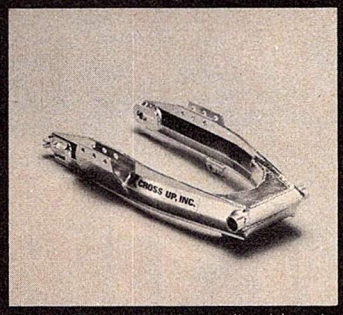


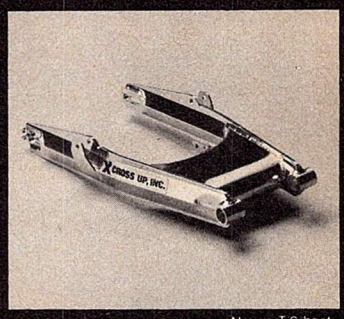
RM-250/370 Our unique DOUBLE DIAMOND extruded 6061 alloy swingarm is heat treated (T-6) for unmatched strength and rigidity as well as much less unsprung weight. Allows a full 9 inches of travel. Covered by our 6 month replacement guarantee. $130.



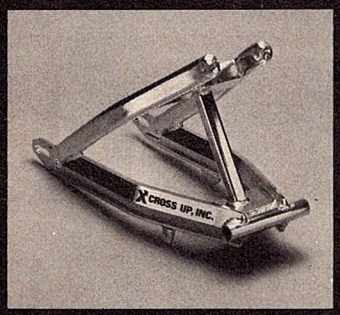
RM-100/125 Make your fine handler even better with our light, rigid, heat treated 6061 DOUBLE DIAMOND extruded aluminum alloy swingarm. You'll have 9 inches of travel with less strain on your shocks. 6 month replacement guarantee. $130.



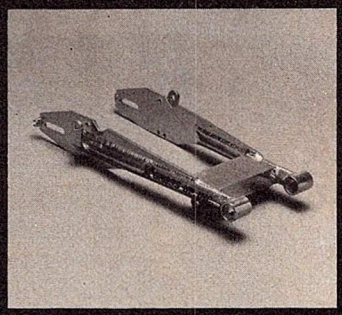
CR-125/MR-175 It weighs only 4 pounds 12 ounces, and our heat treated 6061 DOUBLE DIAMOND extrusion construction makes it STRONG. Three position shock mount for 13½" 14½" or 15½" shocks for up to 9 inches of travel. Fits the MR-175 too! 6 month replacement guarantee. $130.



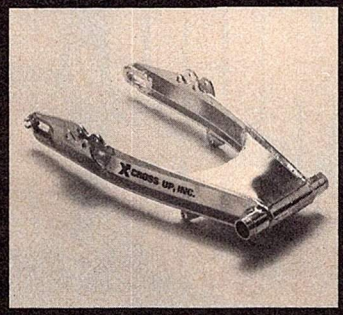
KX-125/250/400 Now a T-6 heat treated 6061 DOUBLE DIAMOND extruded alloy swingarm for the KX Kawasaki's. Offers a considerable increase in rigidity and wheel travel with a considerable reduction in unsprung weight. Covered by our 6 month replacement guarantee. $130.



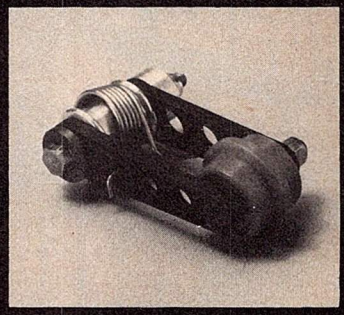
MONO The Monoshock has one problem: weight! Take off a lot of that unsprung weight by putting on our T-6 heat treated 6061 DOUBLE DIAMOND extruded alloy swingarm. It weighs only 5 pounds 3 ounces. Nothing will improve the handling of your YZ more! $160.



MINI Aluminum swingarms for the XR-75, RM-80 and YZ-80 made of extruded 6061 T-6 alloy. They each weigh 2 pounds 10 ounces and extend the wheelbase by 1 inch for better traction and control, less unsprung weight. Covered by our 6 month replacement guarantee. $100.



TT-500 Strong, rigid DOUBLE DIAMOND extruded 6061 T-6 alloy reduces unsprung weight by 2 pounds. Lengthens wheelbase by 2 inches for more travel and control. Two position shock mounts. Covered by our 6 month replacement guarantee. $130.



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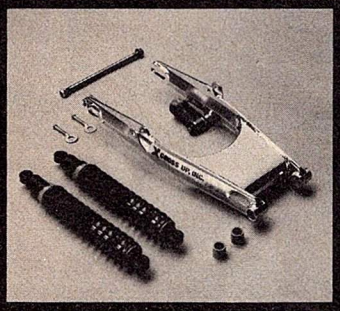

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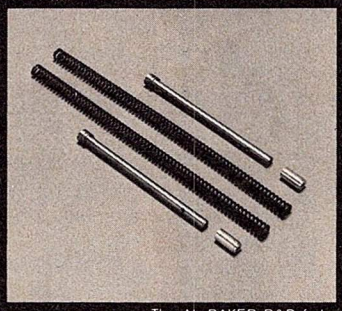
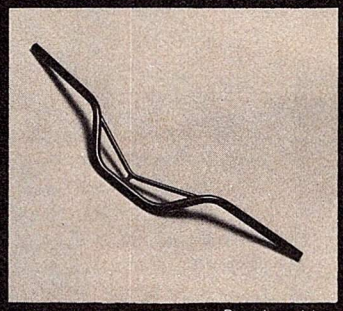
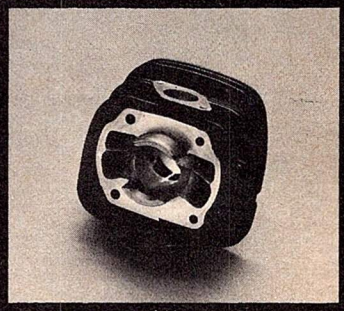


FORK KIT The AL BAKER R&D fork kit is the best on the market to date. The kit gives you an extra inch of travel and improved dampening, a must with long travel rear suspension. Available for CR-125's, MR-175's, all RM's, PE-250's and TT-500's. All hardware included. $60.



HANDLEBARS Developed by GARY JONES, 3 time National 250 MX Champ. Made of heat treated 4130 chrome moly tubing and featuring a unique heliarced center brace, they offer more face and chest protection. Weighs only 2 pounds 7 ounces. Black only. $21.



PORTING Add to your powerband like no other porting can with CROSS UP's new tunnel velocity port. Definitely the highest quality port work around. Available in stages from beginner to pro. Call for your tunnel velocity appointment and price today. 100cc kits available.

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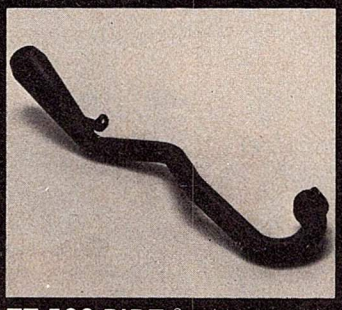
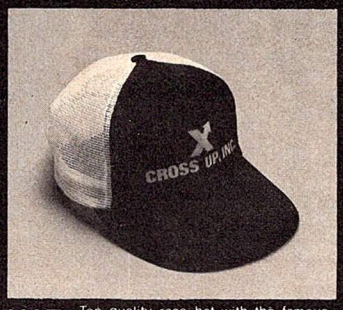


TT-500 PIPE Complete pipe weighs just 3 pounds – over 10 pounds less than the stock system. Provides freer engine breathing for 20% horsepower increase. Routes in tight to the engine for pipe and leg protection. $55. With silencer $65.



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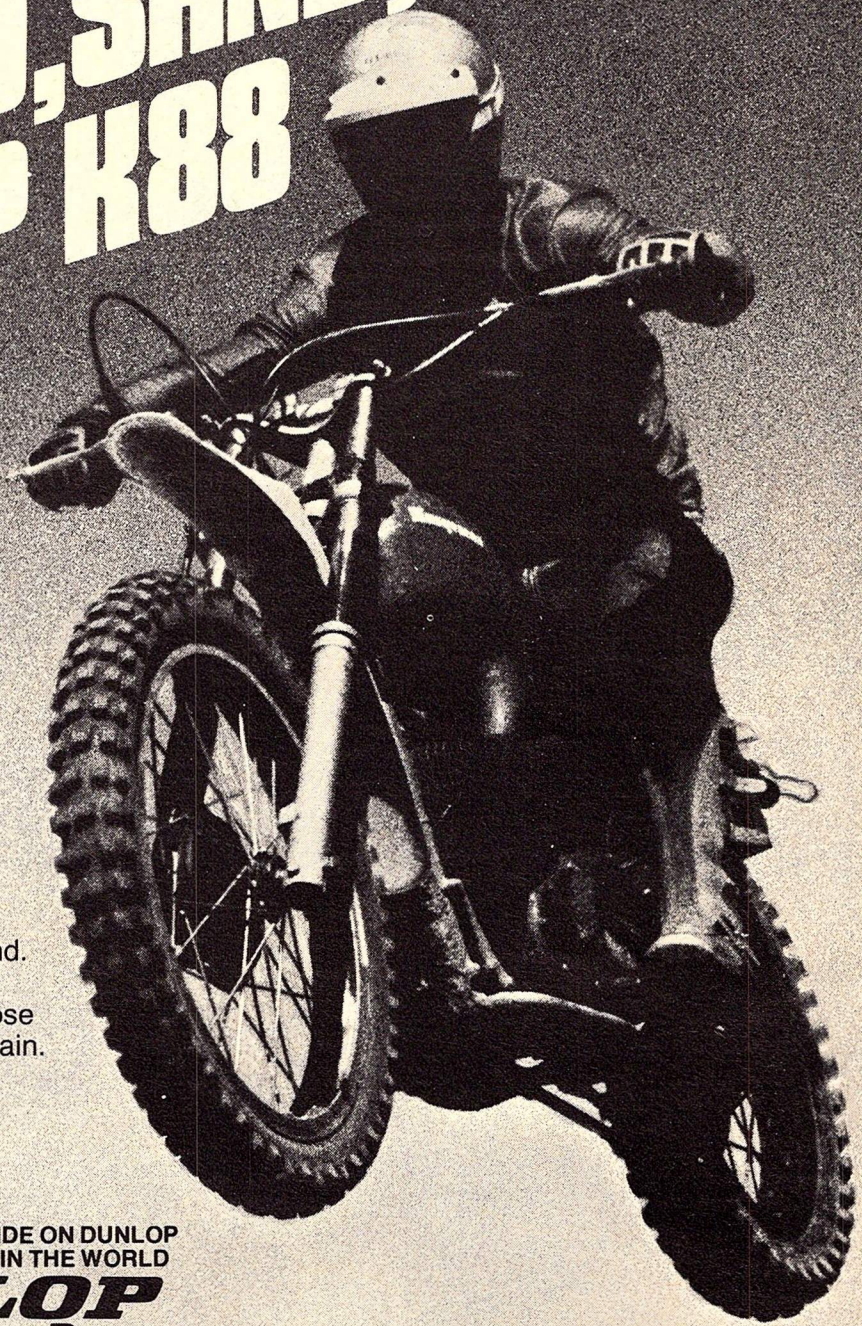

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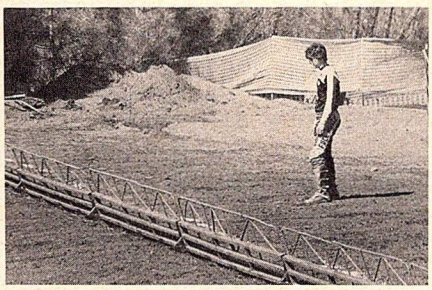
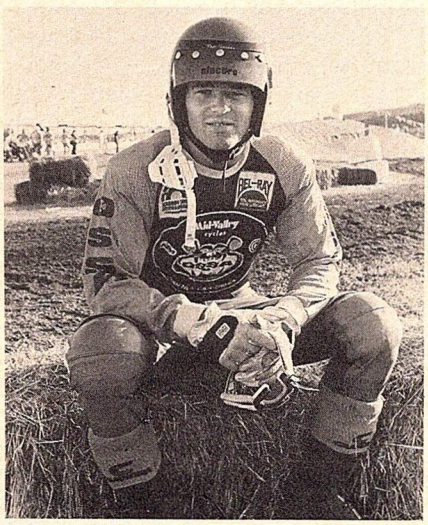


HANGTOWN



MARTY MOATES

MOTOCROSS ACTION MAGAZINE

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NUMBER EIGHT

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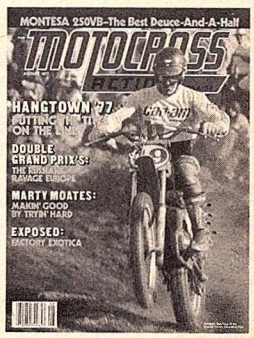

COVER: Jimmy Ellis takes his rocketship Can-Am into a low, long flight at Hangtown. Unfortunately Jimmy's Can-Am was pilotless more than once at the season opener. Scott Heidbrink photo work.

NEXT ISSUE ON SALE AUGUST 9

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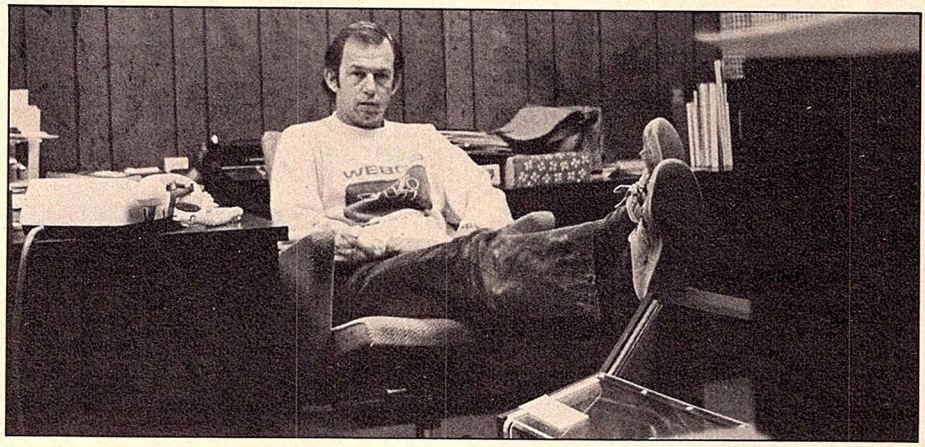
On The Mainjet

By Dick Miller



☐ So you think you're into motocross, do you? Well, let's find out. Suppose a non-motocross buddy asks you who the National Champ in the sport is — could you tell him? Ahh, you remember that Bob Hannah took away Marty Smith's 125 crown, but what about the other four? That's what I said, FOUR! There are four other National Champions, and if you're like most of the people I've talked to you probably can't name them. Don't feel like the Lone Ranger, because I couldn't either without doing a little research. Therein lies a big problem with our sport and one of a number of reasons why the sport doesn't get the recognition it deserves in the non-motorcycling media.

This problem and several others were discussed at a recent meeting of the newly formed committee on motocross of the American Motorcyclist Association. I was there, but only as a guest of Preston Petty, who is the technical advisor on the committee. It's a five-man group made up of a cross-section of motocross representatives chosen by the leaders of the AMA. Tony DiStefano represents the riders, while Mike Goodwin sits in as the promoter representative. Don Graves of Number One Products is the manufacturer representative, while Mike DiPrete, the National MX Referee, is the fifth member.

I should tell you that motocross is not the only segment of racing that is getting attention from the AMA by the formation of a special committee. Road racing has one also, as does flattrack and TT. All are manned by similar representatives related to that particular form of racing.

It's a step in the right direction for the AMA in their attempt to let a more qualified group of people govern their respective form of racing, but it isn't a cure-all by any means. As it stands now, the committees are only able to *suggest* changes needed to the AMA hierarchy for possible action. Unfortunately, they may or may not act upon the suggestions made by the various committees, and even more important, the committee does not have a vote in the final determination of any change to be made. The bureaucracy of our U.S. government is a good example of how well committees fare in making changes without any voting power, but hopefully the AMA will perform differently.

I'm trying not to be negative about this, but experience tells me that unless the AMA powers that be are willing to make the necessary changes and give the proper leadership in the areas in which they are now asking for input, this will be just another fruitless effort by some competent and well-meaning people in our sport. This also brings up a very important point and an opportunity for you to finally talk to someone who can possibly give you some results regarding how the sport should be improved. Whether you know it or not, your personal input — either by letter or phone — to any one of the five individuals

mentioned, will get their attention. They are only concerned with motocross and therefore can talk to you on that level. If you've got a bitch or a suggestion, then now is the time to speak up. Their names and addresses will be at the end of this column to make it easy for you.

Just to show you a positive side, several things are already being acted upon by the newly formed MX committee. One of these is the establishment of a National Champion in motocross. One champion, not five or six, and more than likely coming from the results of the 250 and 500 National Championship events. The 125 riders will probably be relegated to support status, since it isn't quite fair to lump them into the overall picture because of the power-to-weight ratio of the machine and rider. This doesn't mean that any of the National riders has to compete in all the events or each class, but if he wants to be the National MX Champion those will probably be the conditions. There still can be class champs and a stadium champ, Trans-AMA champ, etc., but only one National MX Champion.

There are many good reasons for this change, and the most important is the recognition of our champion by other than the motorcycle media. As it is now we have a new champion every four months, and the non-motorcycle newspapers, magazines and TV are confused as to who is who. Recognition means more sponsors and prize money to the riders, plus the benefits of being accepted a little better by our non-motorcycling neighbors.

Another matter that was discussed and will probably be acted upon is the use of the term Supercross for stadium motocross events. Supercross is just a word, and to the non-motocrosser it is confusing. Simply put, Stadium Motocross is just what it says, motocross in a stadium. Motocross is a race over natural terrain, in most cases. Any deviations from this should be stated as such. Example: Bicycle MX, High School MX, Stadium Motocross . . . etc.

Another problem which is important to the identity of the sport is the way our top riders conduct themselves in interviews and public appearances. It's OK for us to bitch about tracks, conditions, promoters and the like among ourselves, but when you do it on TV or in a local newspaper you have to remember that anything negative is going to reflect on all motocrossers — since the public has no other comparison. For you to make more money racing there have to be larger purses provided by the promoters of the MX events, and this means that more spectators are needed. If you knock a particular track or promoter to your friends and neighbors, then you're hurting yourself in the long run.

While I'm on the subject, a note or letter to the top TV networks will do wonders to promote more coverage of some of our top MX events. It seems ridiculous that a couple of tennis players or golfers are playing for purses in the $100,000 bracket with an audience of several thou-

Continued on page 72

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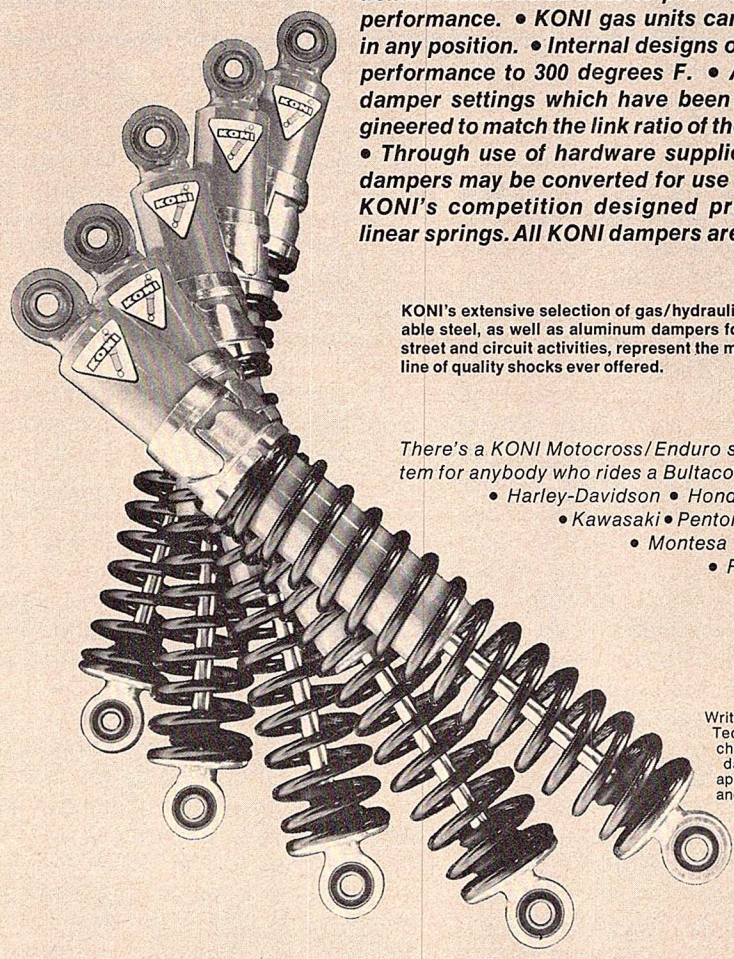

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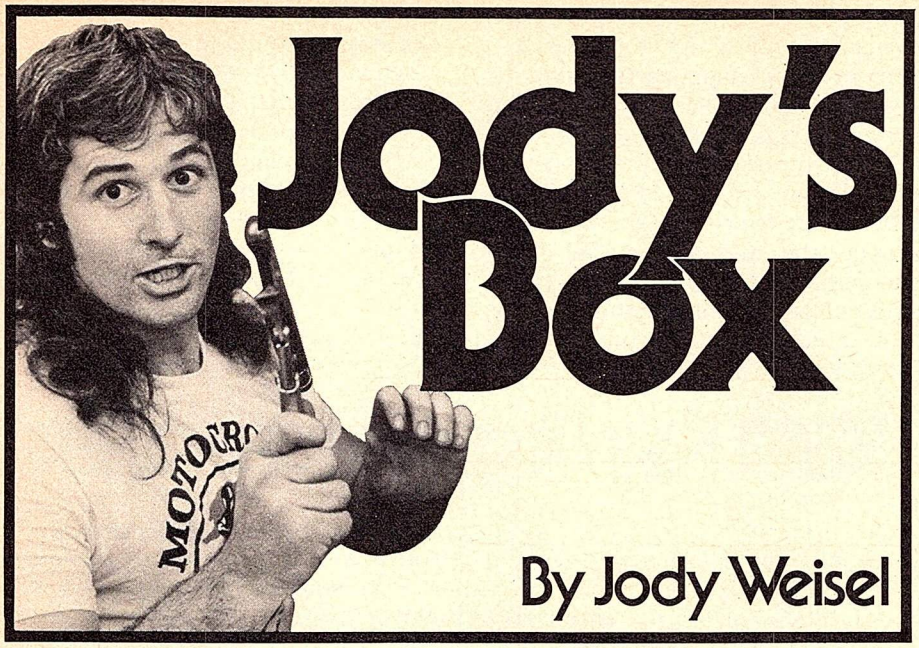
Circle Number 1 on pg. 73



Jody's Box

By Jody Weisel

☐ I like to spend my spare time down at the drugstore watching the 14-year-olds try to buy bottles of cough medicine by the gallon and perusing the motorcycle magazines. I go there so often that the stock boy has begun to leave a spot on the shelf so I can rest while I'm reading. Standing right there by the magazine rack I'm in another world; a zoot cross-up consciousness. Without getting five feet away from the *Ladies Home Journal* I have led the U.S. Grand Prix from wire to wire; down by the diet books I have zapped Heikki Mikkola so many times that we are on a first-name basis. Yet as I stand there in Walter Mitty land, my dreams of victory are always destroyed when I look to my left and see four other members of the World Championship Magazine Readers' Team leading my race.

One time I got in a page-turning dice with two other guys while we were reading a story on the International Six Day Trials. I won, but I do confess that I cheated. I skipped over all the Czechoslovakian names.

We have all developed a different approach to the magazine stand. When I was a kid I bought every magazine that came out every month. I didn't own a motorcycle, but I could dream. If I had saved the money spent on magazines I could have bought a used CZ and been out there living about three years sooner.

"Hey kid, you gonna buy that magazine?" said the store manager. "Cuz if you ain't, put it down and get out!"

"Well, of course I'm going to buy it," I'd mumble, "but I have to decide between this one here with the article on how to tear the transmission down on a works MV Agusta prototype, or this one here with the retrospective on the 1954 Sunbeam S-7 shaft drive." It was the perfect ploy. The manager saw me in a new light; obviously I was 14 years old with urbane tastes and unmitigated gall.

In a situation like this I would normally wait for another customer to come in and then slip out without buying either magazine. Now, years later, these ruses are no longer necessary. I saunter in and flip through the selection until I find what I'm looking for. Road tests, new models, hop-ups and race results don't gain my attention anymore. Oh, occasionally I will fall for the centerspread in *Playboy*, but I normally return to the motorcycle magazines after nudging my friend a couple of times and making a few lewd remarks. Unerringly my attention goes to the HOW-TO-DO-IT articles. My hope is that someday these nurds who write these things will tell me something important. Not to say that their choice of HOW-TO subject matter is lacking; it just never deals with reality. These magazine guys must live in a dirt-free world with access to every conceivable tool known to man.

For example, they have the ever-popular article on how to remove difficult-to-reach bolts without dropping them into inpenetrable nooks and crannies (a little wheel bearing grease attached to the end of the tool). True, this method works, but it is not foolproof. In my method for getting a hard-to-reach bolt out without losing it in the innards, I simply drain the oil out of the transmission and leave it in the pan under the bike. I've never known of a single nut or bolt that failed to fall safely into the oil where you can roll up your sleeve and fish it out.

These magazine articles just make you do things the hard way. Take this example: They tell you that if you want to keep your handgrips from slipping around on the bars, you should take some electrical tape and wrap the handlebars, then pour a little gas on it and slip the grip in place. When the gas evaporates the tape will hold the grips on tighter than the zipper of your leathers on a rainy day. My method of permanently affixing handgrips is much simpler — go out and buy a pair of brand-new ultra-expensive handgrips, and then try to remove your old ones. That's right! They'll be stuck like glue.

If you listen to the literary mechanics, they would try to tell you that the best way to remove old handgrips is to insert an airhose in one end and blow the suckers off. I won't quarrel with that method; it works. But it only gets one job done. My counter-suggestion is that you scrape up every last buck you have and take a trip to that bitchen track up north that everybody talks about. After buying gas, food, entries, oil and paying the speeding tickets, you will be in hock up to your Scott goggles. Then, and only then, your handgrips will fall off on the first lap of the first moto, and so will the air cleaner cover, seat and expansion chamber. If you really come prepared, you can perform that long-needed top end job on the back straightaway in half the time it would take you at home in your garage.

As it gets close to the first of the month I am mysteriously drawn down to the magazine stand, where a photo of a DeCoster cross-up will kindle fond memories of Trans-AMA and pathetically painful memories of last Sunday at Chicken Lips MX Park. Should you ever be reading a motorcycle magazine in the supermarket and feel somebody breathing down your neck, then slip a tennie under you as you reach for MXA, you had better back off a notch and let me by. No use getting smoked by a pro.

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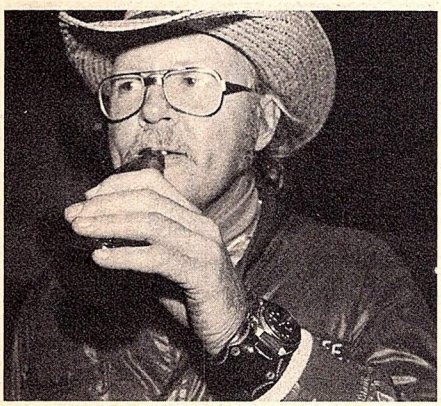
Circle Number 2 on pg. 73

Dirt

WEINERT ON THE MEND

Following his painful crash and dislocated shoulder at the Hangtown National opener Jimmy Weinert has been forced to sit out the first four 250 Nationals. However, the Jammer hasn't been sitting. MXA's daily jaunts out to Saddleback have rewarded us with glimpses of the recovering Mr. Weinert testing the soon to be released line of Kawasaki production bikes. The KX125 appears to be the first model to be nearing completion. We would look for their release sometime in the fall.

* * * *



Don McGee of National Hydron

HYDRON McGOGGLE

Don McGee, the former impresario of Scott goggles on the National motocross circuit, has switched to chauffeuring MXL goggles around the country. National Hydron produces the MXL goggles and they were more than willing to hire Don even though he only has one operable hand; the other is always clutching a can of brew.

* * * *

THE OLD BOYS AT HOME

Often readers from other parts of the country think that the opposite end is dominated by one organization or another. Here in Sunny Southern California there are so few AMA-sanctioned tracks that it is impossible for anyone to sponsor a big race. SoCal has the United States Grand Prix, the Superbowl and the American Motocross Finals in Anaheim Stadium. There is not a single qualifier, National or Trans-AMA scheduled for the heartland of American motocross. At the moment it appears that there will not be any high-class outdoor National Championship action this year. Escape Country's Racing World facility could be the only track in the land of Hollyweird trying to get one. It would be kind of nice if all the executives at the major manufacturers could have a chance to see an honest-to-God National.

* * * *

AMERICA TO LOSE 500GP?

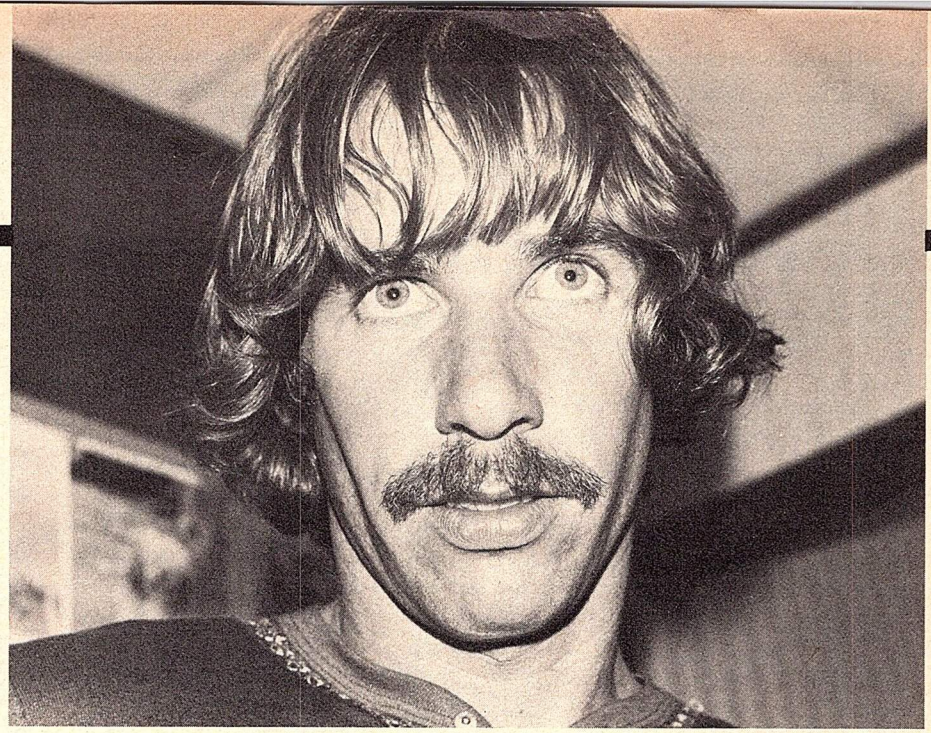
The tentative schedule of 1978 Grands Prix was released by the FIM and missing from the list was the 500cc USGP at Carlsbad. On a brighter note was the addition of a 250 Grand Prix for America. More than likely this GP will be held at Unadilla, since it was inspected by the FIM President several years ago. The 125 GP remains in Lexington, Ohio.

AMA Professional Motocross Manager Mike DiPrete said, "We have until the fall meetings of the FIM to try to do something about regaining the 500 USGP. Every year we apply for three GPs, and every year they give us two. We don't have anyone on the FIM Commission on Motocross to try to stop these things from happening."

* * * *

STATEN FOLLOW-UP

If you're wondering why Rocket Rex Staten was arrested at Daytona, and have finally realized that we tricked you last month, the answer is that he was arrested by the Daytona Police because his mechanic was being arrested and he argued with the cops. They took him and the mechanic down to the cop



Baz kidnapped?

BAZ MISSING, FANG THE SANG HEARTBROKEN

Paul Boudreau took advantage of the Dick Miller novelette two months ago to go off to the woods of Northern California. We had no fears when he first missed deadline because the Bazzer always missed deadline. Jody and Dick formed a giant search party and went on a trail ride in search of the Baz. Unfortunately, they had such a good time that it broke down into a giant play race, and they forgot to look.

It has been decided that Baz has been kidnapped by a terrorist organization and that the ransom note has been misplaced under a pile of spare pistons in the palatial MXA towers. So please, terrorists, be patient, we will meet all demands up to ten dollars and a subscription.

shop until Team Manager Dick O'Brien saved them. The charges stemmed from not wearing a shirt in the pits. Pretty serious gangsters!

* * * *

HOTTEST LOCAL UPDATE

Radical Ron Turner, the privateer who planned to race the 125 GP circuit this year, has been denied permission to race in Europe by the AMA. Turner failed to earn enough advancement points to make an

Radical Ron grounded.

Expert rating in America, even though he finished in the top ten nationally. Turner was shy about six advancement points and should have read our "So You Want To Be a Motocross Star" story two months ago.

Meanwhile, in Texas, Bobby Pickard crashed during the Texas Stadium round of the Supercross series and broke his hips. This will keep the flying Texan in traction for a couple of months.

* * * *

RO-JAY AND HI-KEE GO RAISE-IN

With the first three rounds of the 500cc World Championship over, Yamaha-mounted Heikki Mikkola has taken the points lead away from

Continued on page 14

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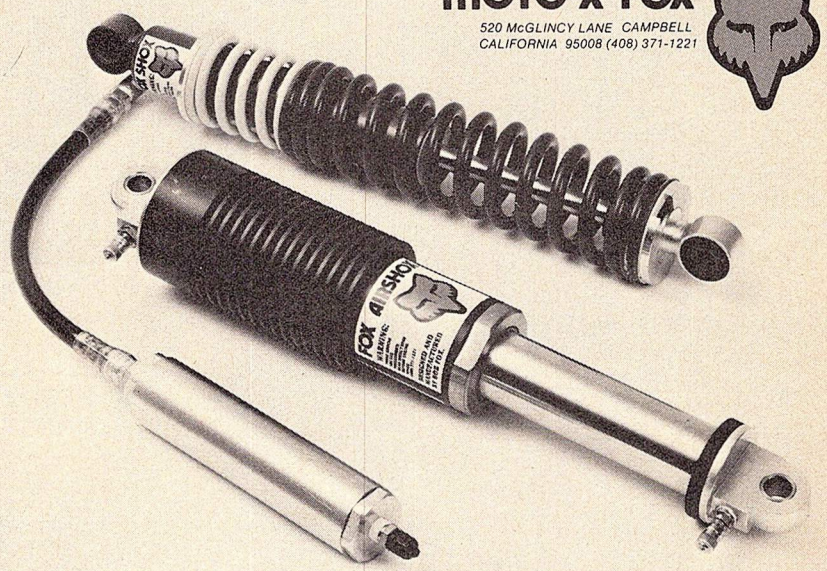

Circle Number 3 on pg. 73

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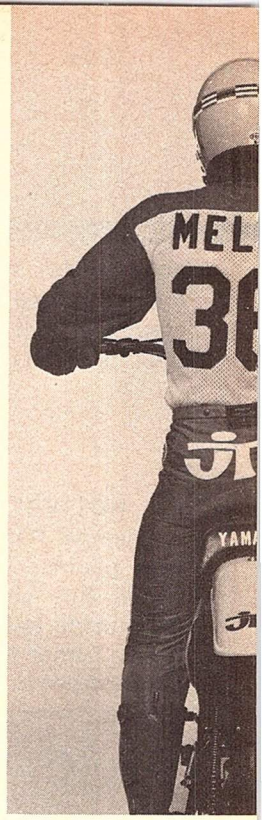

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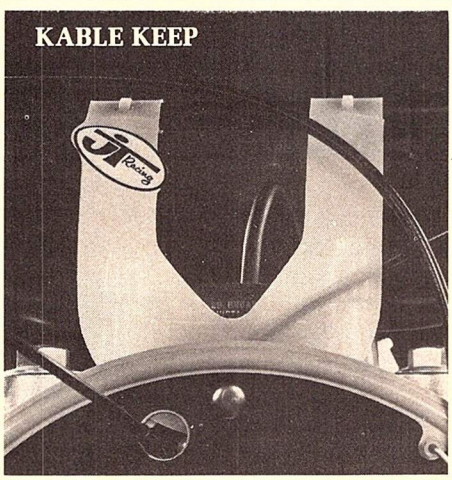

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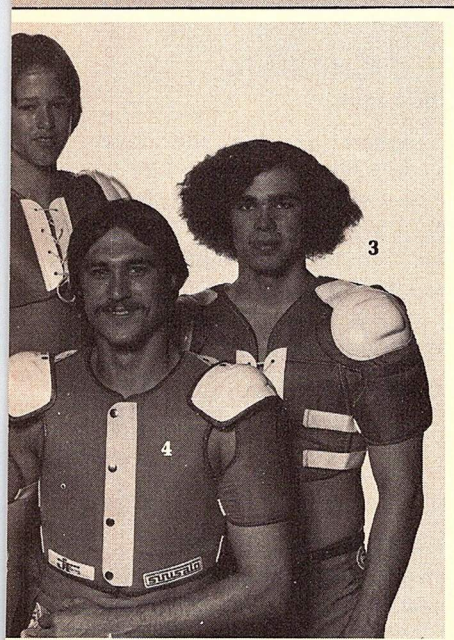

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Dirt

Continued from page 11

early leader Roger DeCoster. DeCoster won the opening round in Austria, while Mikkola swept both motos in Holland and went 2-1 in Sweden. Brad Lackey finally adjusted to his Honda in Sweden to win the first moto.

The points standings after three rounds are Mikkola 73, DeCoster 65, Wolsink 53, Lackey 39 and Graham Noyce 32.

* * * *

WATANABE OUT

Akira Watanabe started the 125cc World Championship with a hot hand and was actually beating Gaston Rahier. The Suzuki teammates traded wins in the first two rounds, but at the Belgian GP, which Rahier swept, Watanabe broke his leg and is out. Rahier will now have an easy time in wrapping up another title.

* * * *

REACTION

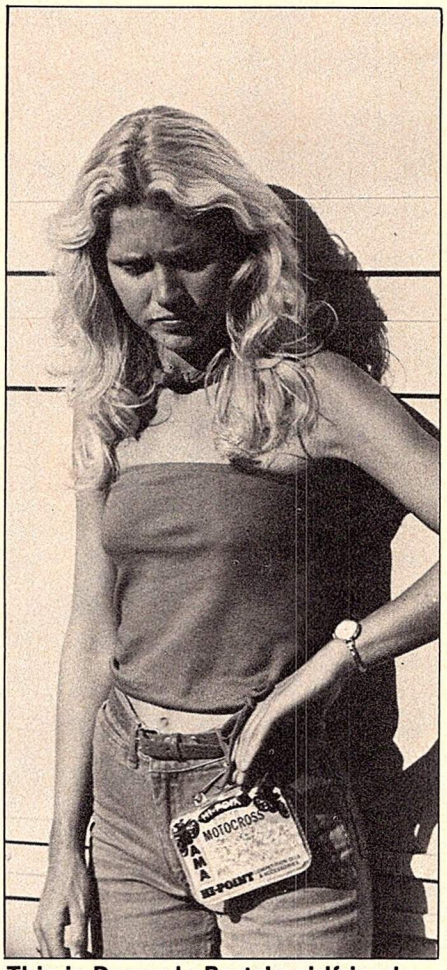
As a result of our chain tensioner shootout we received a call from Trik Products saying that even though we lambasted their instructions and mounting procedures they thought it was beneficial. To prove it they have rewritten the instructions and guarantee that all the hardware necessary to mount the chain tensioner is in the package. Sometimes good comes from a shootout.

* * * *

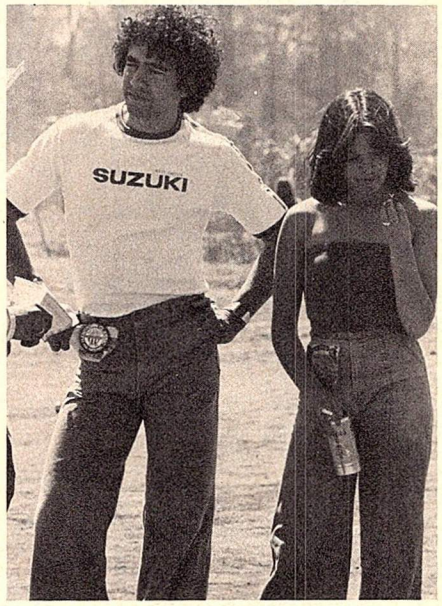
MINI MACHINERY NOTES

The big news from the mini market is that Hodaka will be making a mini for release before Christmas. No word on how race-ready it will be, but the technological know-how certainly exists to help Hodaka get started. There is absolutely no truth to the rumor that they will name it the "Moto Mouse."

Meanwhile, over at Yamaha, word has leaked out that this is the last year for the current engine and frame design used on the YZ80D. Next year will see a completely new design and model designation. The Ital-Jet 80cc racer will not be updated drastically next year even though a fancy prototype is being shown around. Suzuki has already altered the internal gear ratios on the first production run of RM80s, so you can bet they will try to get the additional r's that the Zook needs to be competitive. Honda is too busy selling cars.



This is Danny LaPorte's girlfriend. Makes you wonder who the real heartthrob of Yucca Valley is.

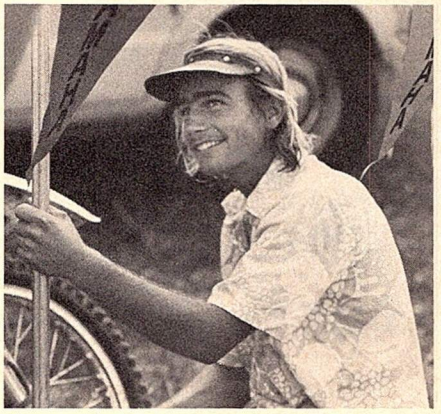


The Sugar Bear, Billy Grossi, had to watch Hangtown from the sidelines. Nice scenery there on the sidelines.

* * * *

BRUCE OF HOLLYWOOD

Bruce McDougal, who finished second behind Marty Smith on the National circuit three years ago and spent some time on team Yamaha,



Bruce McDougal.

is now signed to ride the new Montesa 125VB. Except that a mysterious ailment has started to make Bruce's hands go numb after about ten minutes of riding. Specialists cannot diagnose the problem and until it is solved McDougal cannot even compete at a local race. Hang in there, Bruce.

* * * *

NEW MODELS COMING

We have already alluded to the new Kawasaki motocrossers, Honda motocrossers, Can-Am big-bore and Jones/Islo, but here are a couple of other up-and-coming models. Can-Am will soon be releasing a water-cooled production 125, Ossa is going to release a Phantom GP3, Yamaha will be coming out with a YZ100E, and Suzuki will release new

Continued on page 63

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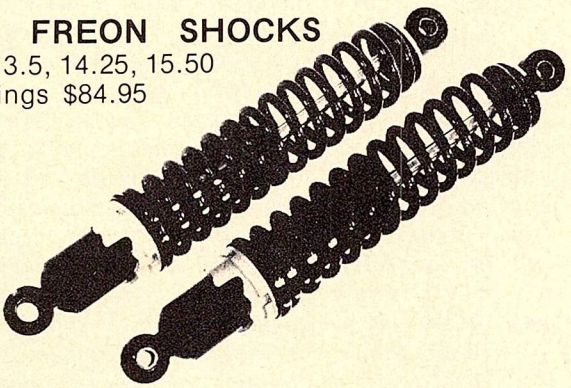
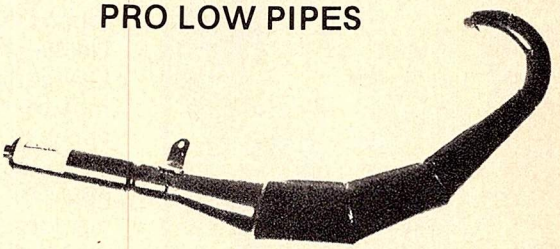


PRO LOW PIPES



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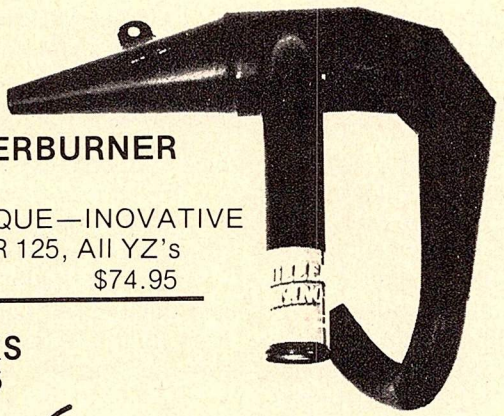

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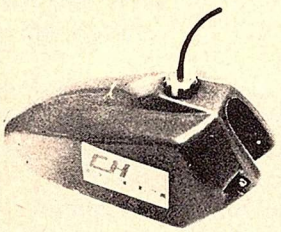

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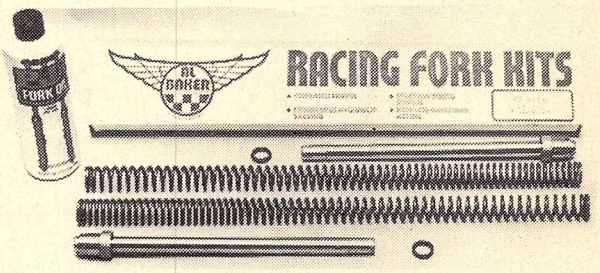

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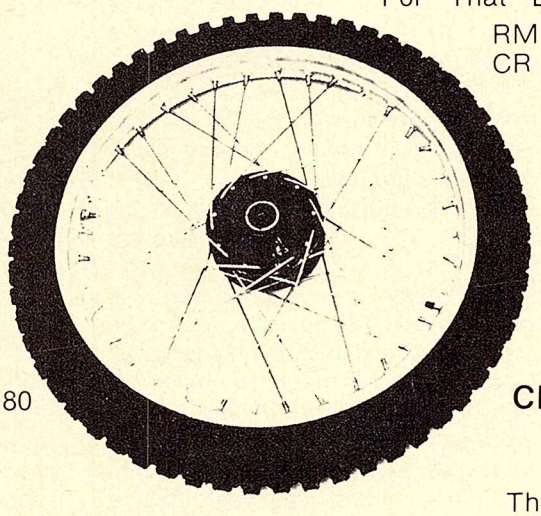

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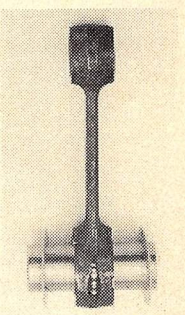

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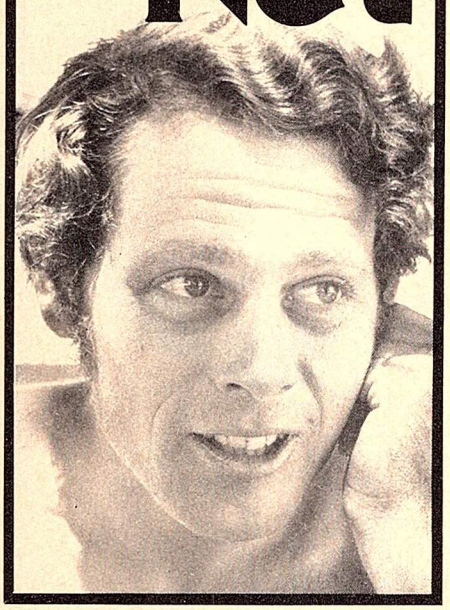
Circle Number 4 on pg. 73

Wing Nut



By Al Baker

These letters are real and so are the answers and opinions expressed by Baker, which incidentally are subject to change at any time or in the near future. (ed.)

BUILDING YOUR BOD

My friends and I work out every other day by doing Rolf Tibblin exercises, then running three miles and doing the exercises again. Some of us were wondering if we should do them every day, or as we have been doing them. The coach at school said to do them every other day because that will give our muscles a chance to rest. Wouldn't it be better to do them every day to build up endurance?

Mike Campbell
Boise, Idaho

Exercising your same muscles every other day will build your endurance to a point. On the other hand, it will take twice as long to build the muscles you're trying to develop. My suggestion is that you work out every day to keep up a daily routine. But, alternate your exercises from day to day. For maximum strength on race day, rest your muscles the day before and drink "Wet Energy" before each moto, just like Rolf does.

THE GREAT AMERICAN DREAM

I am a college student from September through May, and each year I have owned a '68 YL-1 (remember those babies?), a CB175, a Suzuki T250, a Honda SL125 and currently, a '73 TX500 and a red-framed laid-down Girling-shocked SL90 (homemade!). Now, after three summers of under-equipped WFO dirt riding (and many miles of speedy street riding), I have made the decision to attack motocross. This involves, however, selling my only source of transportation, my street bike (which will yield a grand with luck).

Assuming my talent is only transcended by my ego, I have high hopes of purchasing a new or nearly new 125 or 250, and with many hours of practice in local fields and dirt lots (weekends will be spent at area tracks), I feel fully able to be a professional in a few years. My questions are: (1.) At 176 pounds, am I too heavy for the 125cc class? (2.) Can these high-strung machines be used in daily afternoon practice, then cleaned and raced? (3.) Just how hard to ride are bikes like the RM125 and 250B's? (4.) Is there any way to tell talent?

I have always felt that I have an unusually good feeling of control on dirt motorcycles. I am a very good learner (I learned to parallel ski in one day), and I don't mind saying that I can be damn tenacious.

Will I be spending $1100 to $1500 on a machine that will show me that the competition is just too rough? Dealers around the East Coast refuse to give test rides without a deposit on the motorcycle.

Does the Great American Dream truly exist? Can a hard worker make a living out of racing motorcycles? I damn well hope so.

Greg "Roger Who" Webb
Newark, Delaware

Your dream, my dream, along with many others' dreams is to spend our lives riding and racing motorcycles. When it comes down to making a living at racing motorcycles, I draw the line and ask myself, where do I want to live? How do I want to eat? And, most important, how long is my woman going to put up with my highly fluctuating income? If you're really serious about making racing your major source of income, you'd better have everything you're going to need to do so paid for in advance. Logically speaking, I've always considered racing or just riding a luxury, and always used it as an income tax write-off. Because it will cost you in the end. Please do not let me mislead you. My suggestion is — you've spent years of your valuable time and effort to attend a well-respected school that will eventually secure you a profitable position you're now training for. Once you've succeeded to anchor a reliable income you can count on, then purchase a new motocross machine of your choice, and campaign and investigate your favorite part-time job: racing. Full-time motocross racers have such a short-lived career with no sound future that I would not attempt to make my living at racing. I can see where your head is at, and would suggest a 250. A buck-and-a-quarter is a bit small for you, and usually needs frequent rebuilding. 250s have been known to make good combination practice/race bikes.

CLEAR THE DECKS

I have a question for you. I have a '74 Yamaha 250 MX. It's all stock except that the front forks are Boges with 7-7/8 inches of travel. I want to race, but what can I do to the rear to lay the shocks down? Are there any kits made? Also, is there a kit made to get more travel out of the forks? Would it be better to sell the bike and get a new Suzuki RM250B, and if so, is the Boge front fork a better fork than the Suzuki leading axle?

Jerry Proffer
Burton, Michigan

You're probably better off to let your bike go and trade it off for a new model. Racing is serious business, so you'll need all the new long-travel and power features your competition will have. The new Suzuki forks are far better than what you have now.

WHICH LTR?

I am currently attending a motorcycle tech school in Lincoln, Nebraska, and just finished my first-quarter physics class. I have a reasonable understanding of the basic functions of the monoshock, cantilever (laydown), and forward-mount rear suspension systems. What I don't understand is why Team Suzuki and Maico cantilever-mount the shock bottom at mid-swingarm position. I have seen

laydown systems, Can Ams, '75 air-shock CZs, the newest Husqvarna and Honda's latest Type 2 125s that seem to work much better than the Suzuki and Maico systems, which, as far as I can understand, only force the shock to work harder and be harder to set up because of increased springing and dampening. If at all possible, please set me straight on this situation.

Roger Rice
Murray, Nebraska

As I'm sure you are aware, there are many geometric possibilities to achieve LTR or long travel rear suspension. In my book, axle travel of more than eight inches in the rear is LTR suspension. My feelings are, "It doesn't matter how you get the travel, as long as you can control it." I agree with you that Suzuki's or Maico's type of rear geometry does work a shock harder. But, we must keep in mind that Suzuki and Maico have had over two years to perfect a shock absorber to withstand the high spring rate and boiling shock temperatures. I'm not saying that the forward-mounted laydown design is motocross' answer to LTR suspension, but it sure has proven to be mighty successful in the past.

GETTING LOADED

I have a 1976 Honda CR125M2 and I hate the way it always loads up. What would be the best thing to buy for it to stop this? I am thinking about buying a reed valve. Where can I get one for my bike? Do you think a reed valve would work good?

Greg Shanoian
Lincoln Park, New Jersey

I have made engine and carburetion modifications to my neighbor's CR125M2 that had the same problem. The loading up can be simply solved in two ways. First of all, the stock jetting is at least one size too large. In some cases, it's two sizes too large. Don't jump to the suggestion and drop main jet sizes too small right off. A good tuner will replace jets one step at a time. If the motor is a bit blubbery right off the bottom, a good cure is to lower the metering needle one groove at a time, until it runs clean on the bottom end. The other alternative is to leave the jetting as is and machine .018 to .020 off the face of the cylinder head. Your

Continued on page 66

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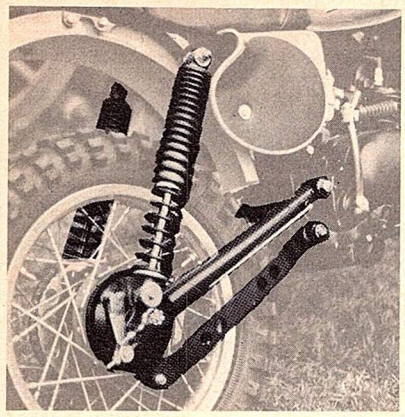

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Mail Entries

TRUTH SERUM
Dear MXA:

I have read everything on the '77 model 125s ever printed. In the case of the RM versus the YZ you guys said the YZ cornered better. But the guys at *Dirt Bike* said bullshit! They also started bitching about the YZ having swingarm flex. How can I tell which bike is best for me?

Dan Severns
Hermiston, Oregon

(*Quit reading everything printed and become more selective. May we suggest MXA.*)

AS DUMB AS WHO
Dear MXA:

I noticed that in your April issue you said that " . . . none of the factories make a 100cc machine for the mini class." Not true! Suzuki makes the RM100. Even up here in the wilds of Saskatchewan we aren't as dumb as you guys.

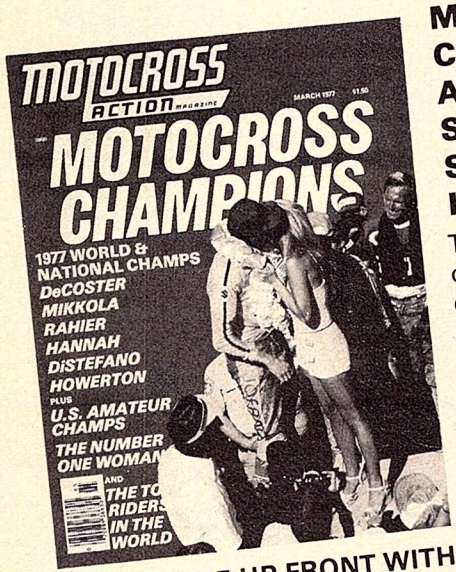
Gord, the Bushman
Battleford, Saskatchewan

(*For the sake of international harmony we'll let you slide this time.*)

EXTREMELY LOGICAL
Dear MXA:

I live in Michigan and ride a Yamaha. I was wondering if there are any Yamaha Schools of Motocross. I've read articles in your magazine about schools for Suzukis, but nothing about Yamahas. Could you give me any information on where and when these schools operate.

Tom Elliot
Harperwood, Michigan



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A MAD RIDER
Dear MXA:

I have been reading your magazine for two years now and never have you done anything to make me mad until now. You did a test on the RM125B, but not one test on the RM125A. Not everybody out there rides a B. So how about some tests on the A?

The Suzuki A Kid
Kennewick, Washington

(*As soon as we get done testing the 1969 twin-pipe CZ.*)

RARE BOOKS
Dear MXA:

In your May 1977 issue I noticed in the coverage of the California State Series that Warren Reid and his Type 2 Honda are backwards. So is Honda on his jersey. I suppose it's another one for your sissy art director with his false eyelashes.

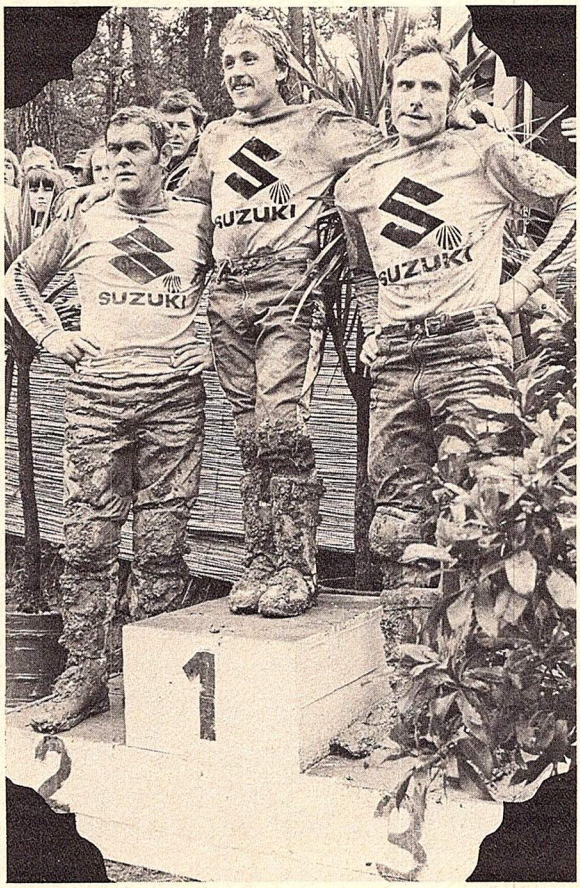
Will Barr
Visalia, California

Dear MXA:

Someone goofed in the darkroom and printed the negative upside

Continued on page 68

THE TEAM



This was the team back in 1974. Missing are *two* people; Roger DeCoster and YOU. If you read MOTOCROSS ACTION you belong to the team. Let us put you in the rider's seat.

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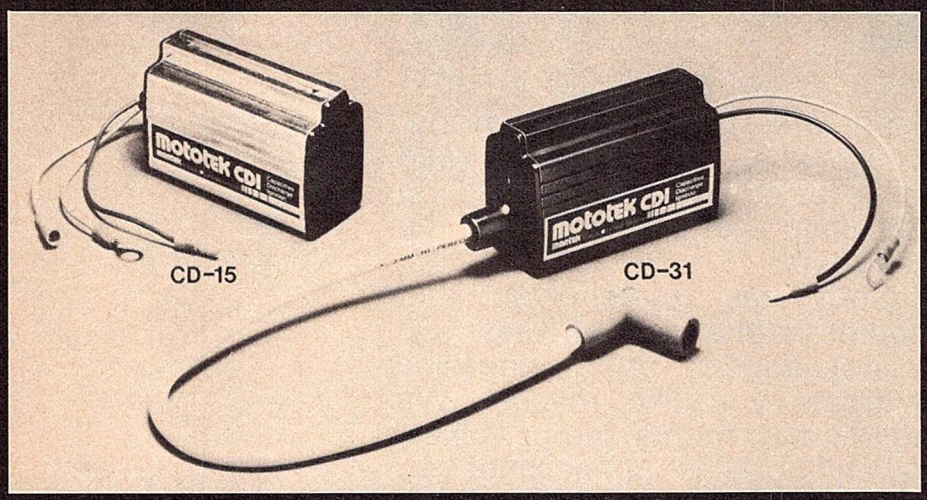
Tricks From The Trade

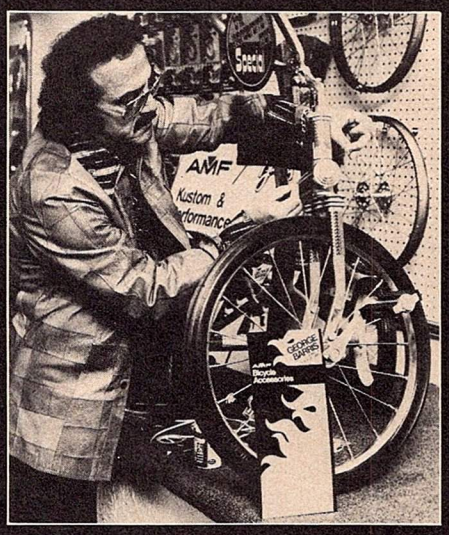
YOUR NUMBER'S UP

☐ Ever since Tony D. lent Roger D. some of his homemade fancy numbers the world has been asking where they could get them. It is unlikely that Ray Martino, who does Tony's, is going to do yours, but help has arrived. O'Brien Racing Products, 2416 Skyline, Irving, Texas 75063, is making trick numbers. Perhaps you have seen them on the bikes of Rick Burgett, Steve Stackable, Bob Hannah, Steve Wise or Gaylon Mosier. If you liked what you saw, but couldn't do it yourself, then contact O'Brien Racing. The big numbers are 50 cents apiece and the small ones are a quarter. Tell them that you saw it in MXA. Dealer inquiries are invited. These are the only numbers that Jody will use on his bike, but he has trouble slipping his four-digit national number on an ordinary plate.



A SHOCKER

☐ Back in Texas they go fishing with electric generators. Just stick the electrodes in the water and crank up some electrified fish. It is illegal and quite popular. Up in Washington State they got tired of cranking and have started to sell these nifty Mototek electronic fish zappers. No more cranking, no more points and condensers. Just hook this baby up to your telephone and catch a whale. Some people have even started to put these units on their motorcycles. It converts a standard flywheel magneto to a breakerless CDI unit. It comes complete with instructions and directions. Model CD-31 sells for $49.95 and CD-15 sets you back about 39 clams. Oh yes — it can be used to shock clams into opening their shells also. You can order by calling the toll-free number 1-800-541-2677. Write if you must to Big 4, Dept. MXA, West 1012 Railroad Ave., Spokane, Washington 99204.



HOG BIKES

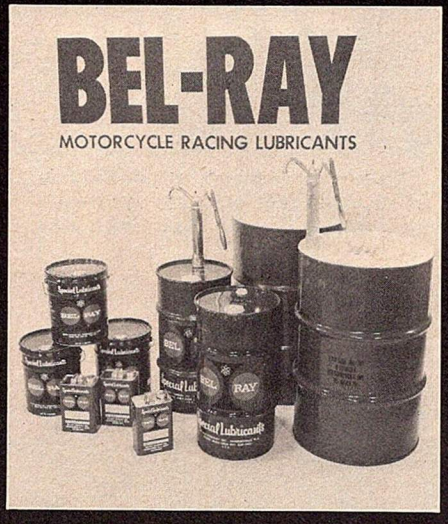
☐ Pictured is George Barris, the King of the Kustoms, working on one of his latest creations. George Barris used to be a custom car builder of some renown. Now Harley-Davidson has contracted him to make custom parts for bicycles and motorcycles. And is it ever going to be spiffy, neato, cool and hep. You dig me, daddy-o? Available in stores this spring wherever you see the sign saying, "AMF Kustom and Performance Center designed by George Barris."

KANGAROO KITCHEN

☐ Has your mother or wife been yelling at you about missing dinner because you're always out in the garage with old number one fine tuning? If this is the story of your life, then you need the Kangaroo kitchen before your wife sets up the kangaroo court. This two-burner stove will do everything, including loosening bearings that are stuck in their races. It weighs less than eight pounds and sells for $49.95. Write to T&H Van Works, Dept. MXA, 7833 Canoga Ave., Canoga Park, California 91304.

RETURN OF THE SPRINGER

☐ This is Skunk Works' new front and rear suspension. The GP front suspension gives an increase of 2½ inches over stock to most bikes and is completely adjustable. Rider fatigue is greatly reduced and they tell us that bumps up to six inches won't even be felt. There is no truth to the rumor that they include an injection of novocaine with each unit. The Skunk Works must have some of the most innovative suspension experts in the country. Contact the Skunk Works, Dept. MXA, P.O. Box 203, Destin, Florida.



BARRELS OF BEL-RAY

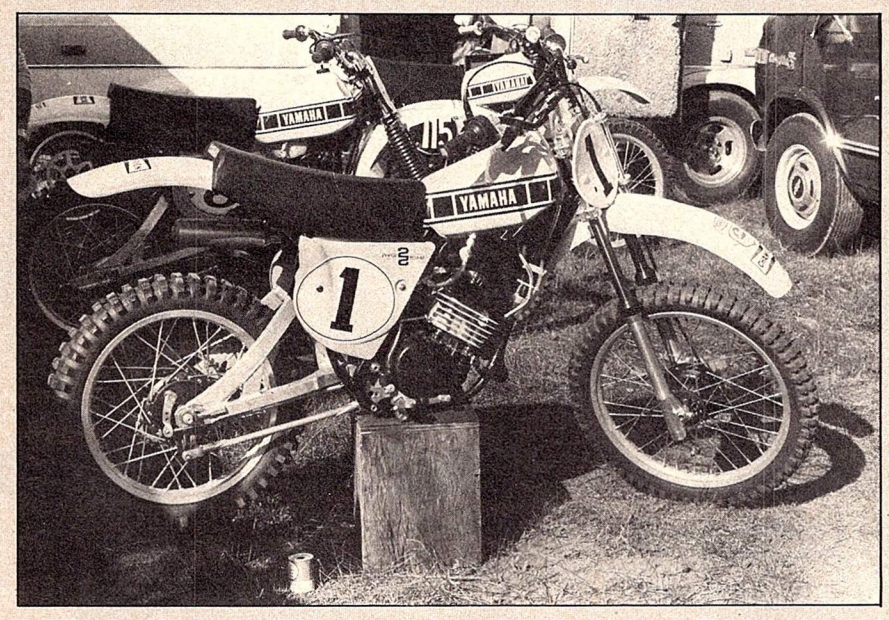
☐ Dealers and racing teams can now get Bel-Ray lubricants in bulk containers for greater savings. All the great Bel-Ray products can be had in quantity containers with dispenser pumps. If you are running on a shoestring budget with your 1972 Puch, then you probably don't need this service. But if you are like Jody and Dick and must change the fork oil every time somebody passes you, then this could be handy. If you live in the East, contact Bel-Ray, P.O. Box 526, Dept. MXA, Farmingdale, New Jersey 07727, or if you live in the glorious West, write to Bel-Ray Oil, Dept. MXA, 14670 Firestone Blvd., Suite 410, La Mirada, California 90638.

ITALIAN BOOTS

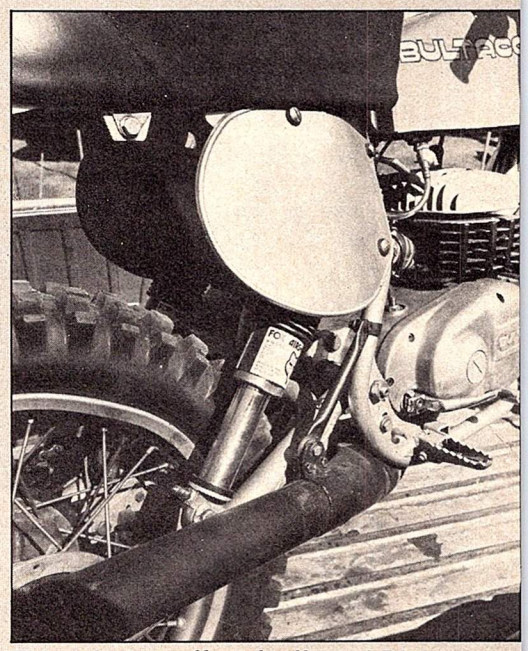
☐ It is rumored that in his spare moments President Carter borrows Vice-President Mondale's YZ125 and goes for a quick spin around the White House. In order to keep the balance of payments in check he wears the new Sidi motocross boots. The boots come in sizes seven through 12 (Jimmy is a ten) and have an expanded polyurethane shin guard. They are available in both a motocross and enduro sole. The enduro sole always gets clogged up with peanut shells, so Jimmy uses the smooth sole version. You can get more info by writing to Cosmopolitan Motors, Dept. MXA, Jacksonville and Meadowbrook Roads, Hatboro, Pennsylvania 19040.

National Champio

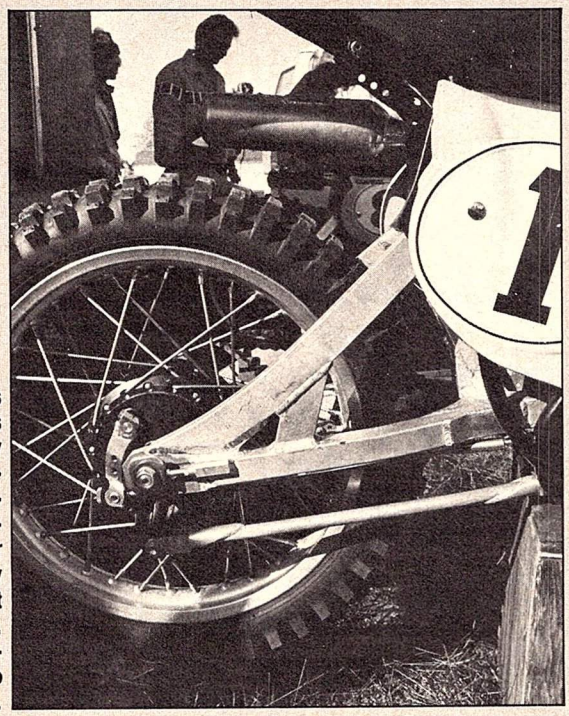
Yamaha OW27



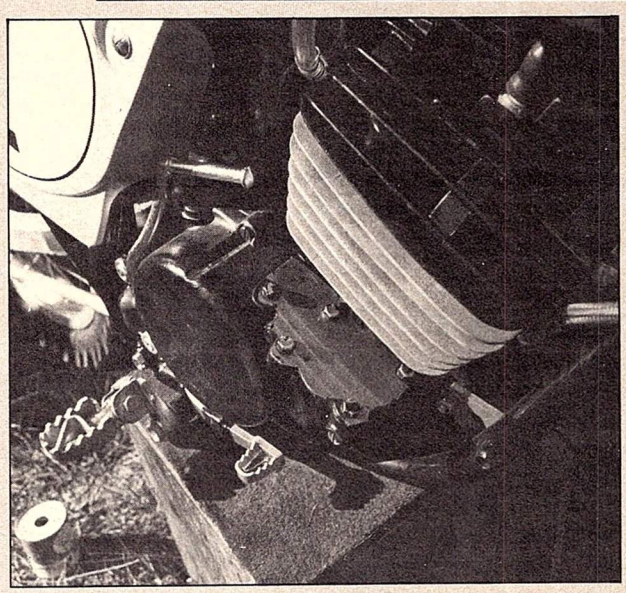
Bob Hannah's works 125 is not a production-based racer. The bike is actually a hodgepodge of new and old works bike parts. Gone this year is the water-cooled cylinder, although the plumbing still remains available for hook-up. The bike has a special aluminum monoshock with a reservoir tucked up inside the front downtube on the frame. It is connected to the monoshock by a braided oil line. The head is YZ125D production-based, but the cylinder has a chrome lining. Both Hannah's and Broc Glover's bikes failed at Hangtown when the bearing used to guide the removed water pump spun loose and jammed the transmissions.



This privateer effort duplicated Rich Eierstedt's rear suspension motif, only using Moto-X Fox air shocks.



The works Yamahas sported strongly braced aluminum swingarms. The aluminum silencer was eventually hit by the tire at Hangtown, ending Hannah's first-moto ride.

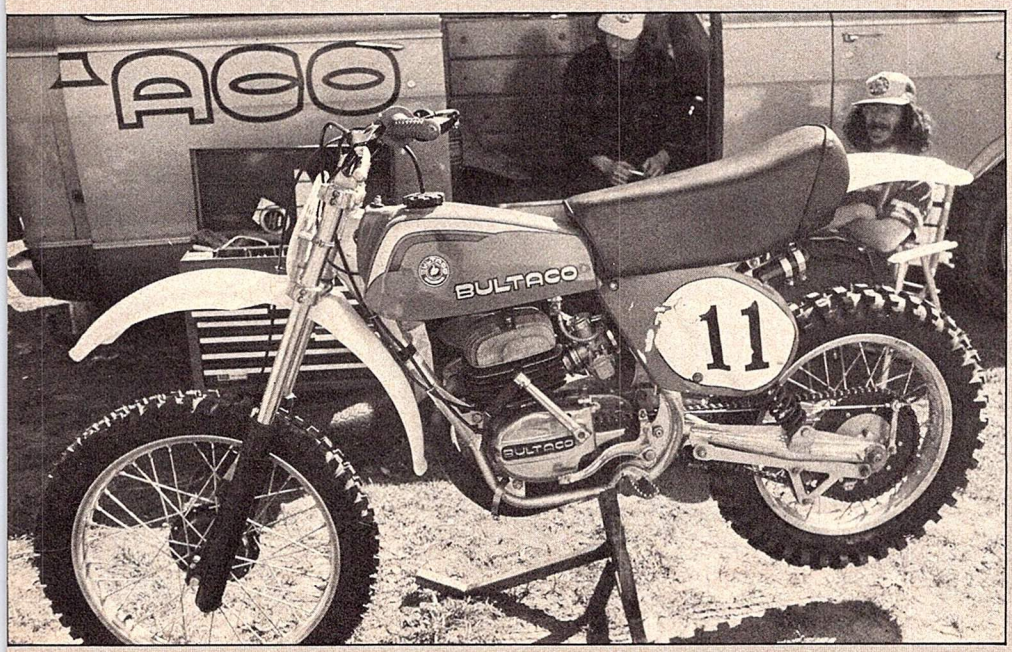


If you think that water-cooling is gone from the works bikes, look again. The pump was removed and covered with a plate, but can be reattached in 15 minutes.

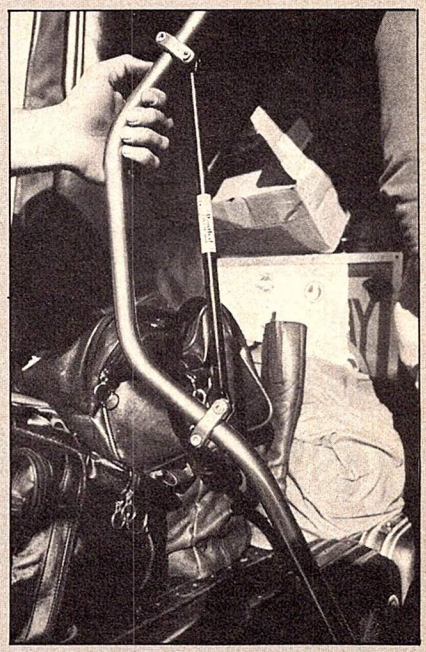
nship Exotica

A close look at the boys' new toys

Bultaco Mk X

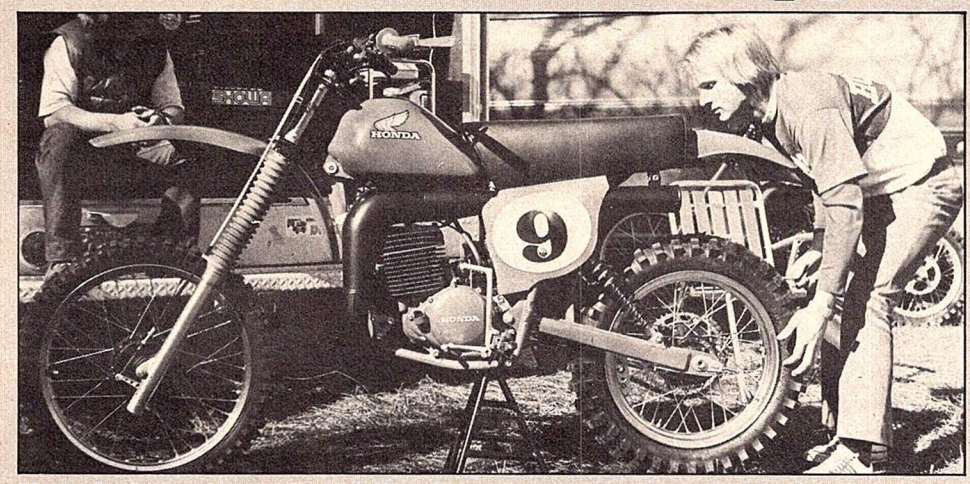


Rich Eierstedt's Team Bultaco Pursang had new side panels covering a cantilever rear suspension. The shocks were the new gas Koni GP models. Except for the seat, rear suspension and Mikuni carb, the Bultaco was basically a stock production model. The brake pedal is on the left side because the Team Bultaco riders prefer the more positive right-side shifting. Amazingly enough, Eierstedt's practice bike has left-side shifting, while his race bike has right-side shifting. Confusing.

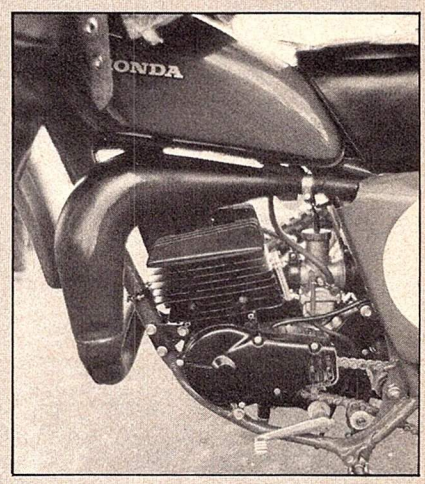


The Bultacos had special hollow aluminum bars made by Renthal attached to their bikes to save weight. To add strength, a steel cross-brace was clamped on.

Honda Type 2



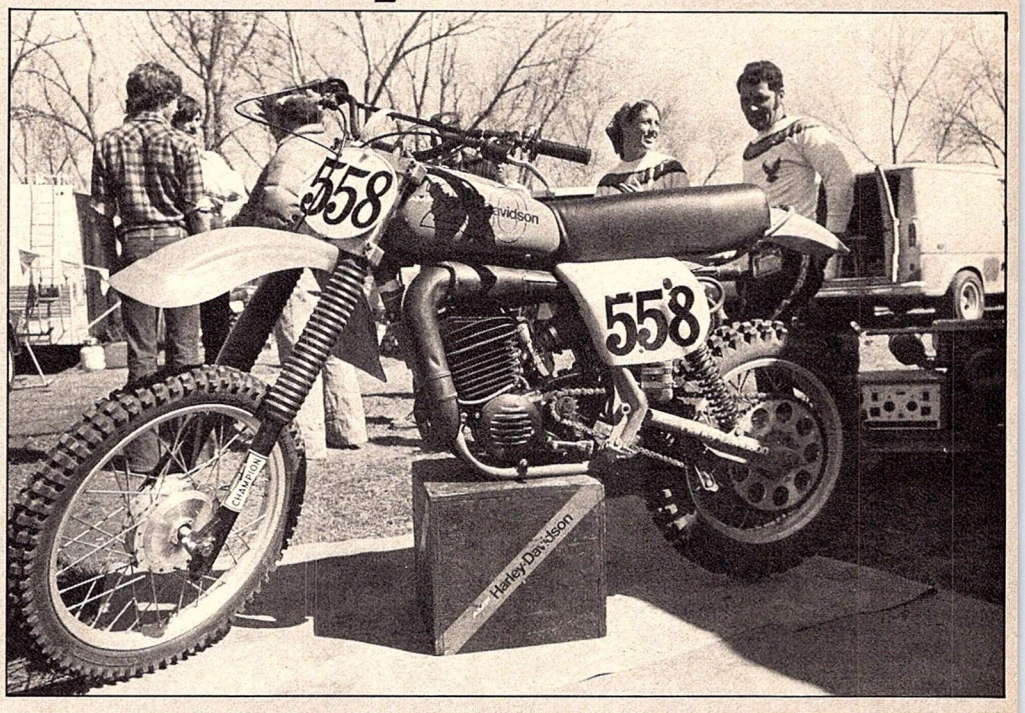
Marty Smith's winning Type 2 Honda is beginning to look like the state of the art. The new pumpkin seed gas tank has a carefully blended seat to it, while the long swingarm/shock combination guarantees almost 11 inches of travel. The pipe is a stamped steel model that looks as if a production version can't be far behind. The engine is still red.



The Mugan-kitted bike included a spacey looking cylinder and head with reed valves. Warren Reid persevered, but the bikes looked slow.

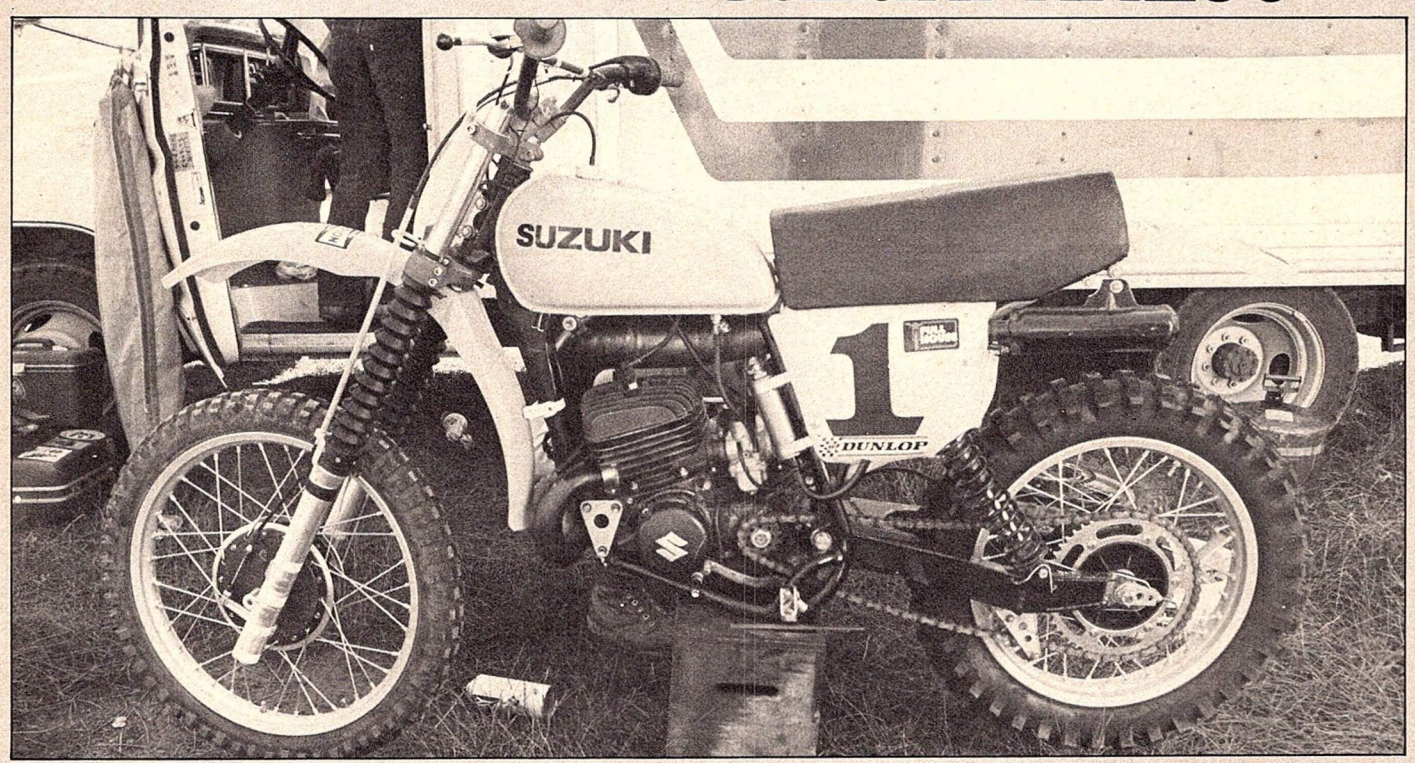
National Championship Exotica

Harley Davidson 250

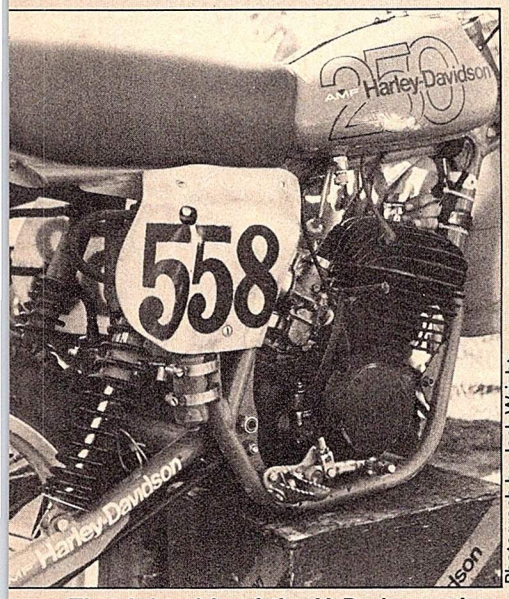


Marty Tripes took this Italian/American/Japanese conglomeration to fourth overall at Hangtown. Slowly but surely, the Harley people are beginning to get their two-strokes together. Basically the bike will be available as a production model later this year. Under Tripes and Rex Staten the bikes weren't spectacular, but they ran strong on the mid-range and handled decently. More and more of their production is being handled in Italy, and as soon as a decent balance of payments is reached the bike will be sold. Electrical problems with the ignition have plagued Harley for two years.

Suzuki RH250

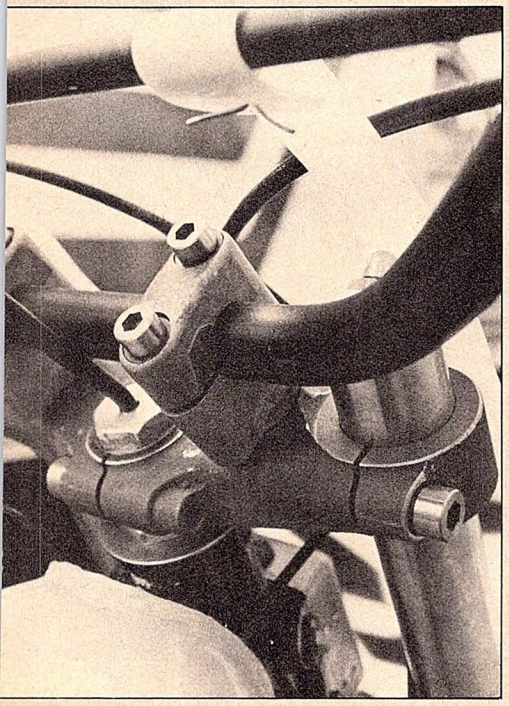


Tony DiStefano's works Suzuki is the '57 Chevy of works bikes. It has not undergone a radical alteration in years. Each year the suspension gets longer and the bike gets taller. The new Z-shaped swingarm altered the rear shock location a little. There is no chain tensioner used on the big Suzukis. The engine is the same case-reeded model as last year. On the front is a Tony D. signature fender by PP. What else!



Photograph by Jack Wright

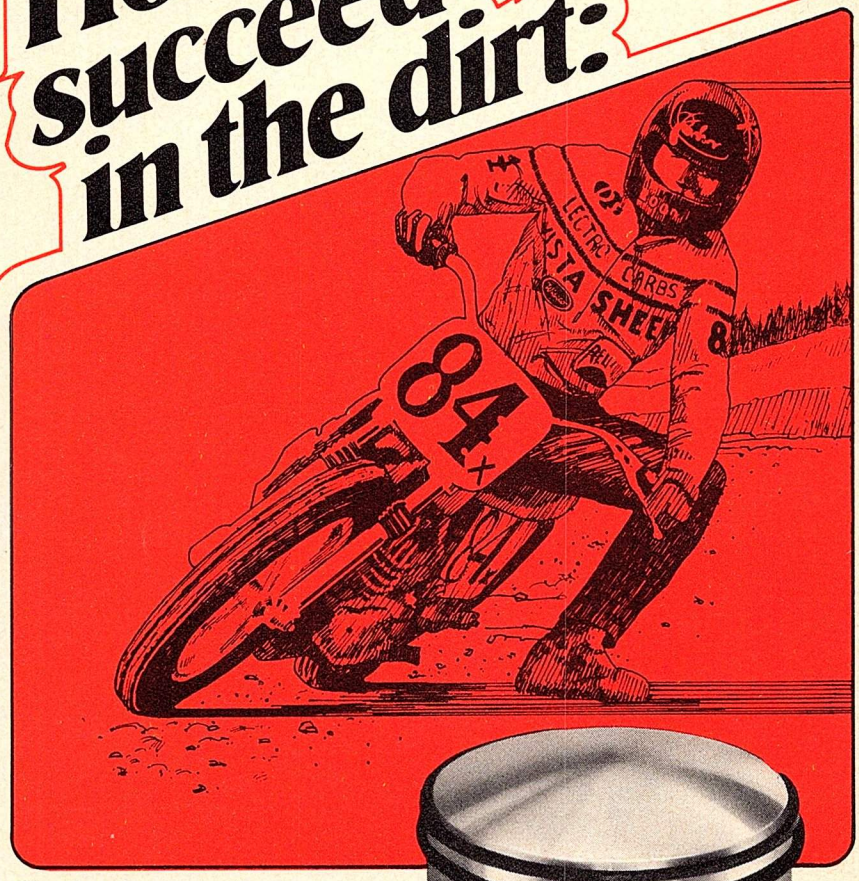
The right side of the H-D shows the gas Kayaba shocks, Mikuni carb and spring-loaded brake pedal.



In order to allow more adjustability in sliding the forks up and down in the triple clamps, radically angled handlebar clamps were added this year. Those are true titanium bolts.

Continued on page 70

How to succeed in the dirt:



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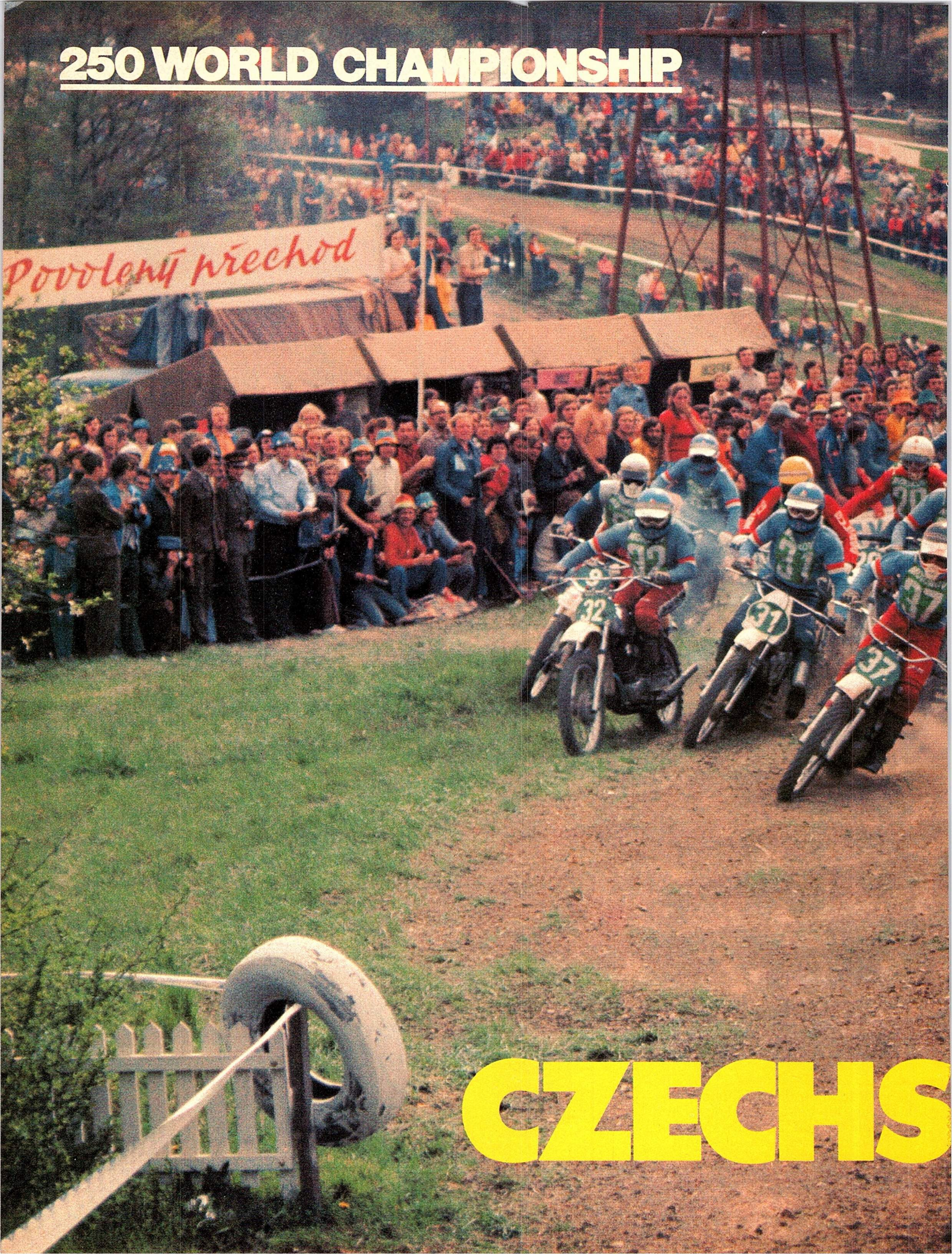
Circle Number 7 on pg. 73

250 WORLD CHAMPIONSHIP



CZECHS

TAKE CZECHO

Russians take lead

By A. Martinez and J. Flo

□ The Czechoslovakia GP for 250cc machines opened to a distinct set of characteristics. Guenady Moiseev, the former World Champion, moved into the 250 points lead after his double win in Belgium. Trailing by 12 points was Bultaco-mounted World Champion Harry Everts. Behind the Russian and Belgian came Raymond Boven, Vladimir Kavinov, Jean Paul Mingels and Hans Maisch.

Czechoslovakia is a country where travel accommodations are scarce. The arrival of the fourth Grand Prix of the season means that everyone must participate to ensure a smooth event. The GP takes on a military flavor with the army and police present in huge numbers. All the hotel space for 30 miles is reserved and all the roads are closed to traffic not traveling to the race. The Czech spectators seem to know only one name — Jaroslav Falta. Throughout the crowd every fan has Falta's name on his lips, forgetting Moiseev, Everts, Boven and the young American, Marty Moates.

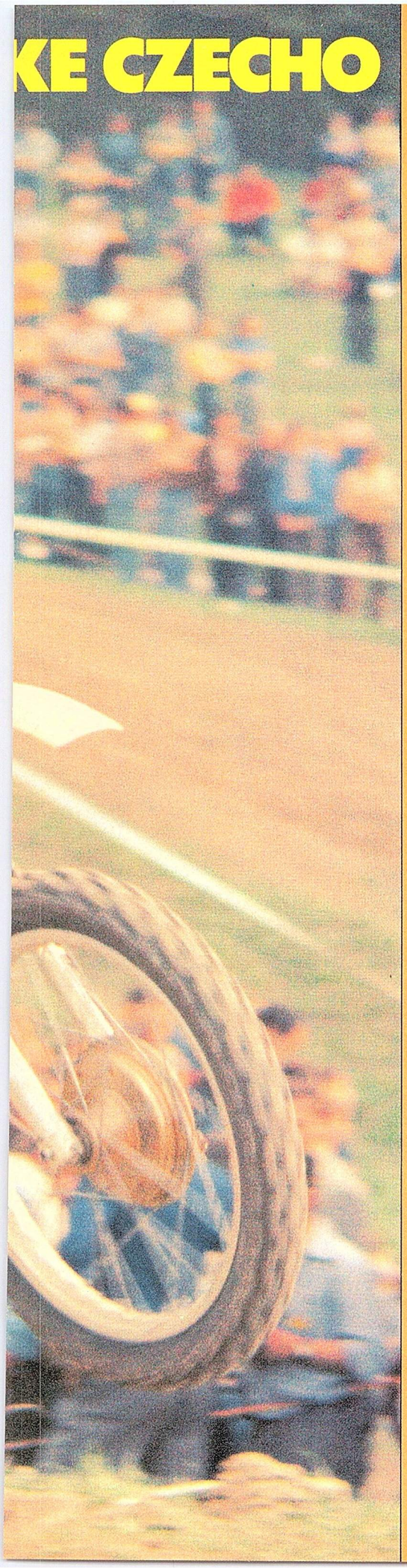
The track is the classic blend of European whoops and brake bumps. Although severe hills are not present, the track itself becomes a course of tortuous whoops before the end of the day. To the Czechs it is perfect.

The first moto hit the turn with local favorite Frantisek Jirka holding the lead for four laps. Behind him was the Russian berzerker Kavinov, followed by Antonin Baborovsky and Harry Everts. Baborovsky wasted little time. On the fourth lap he stuffed it under the Russian and Jirka to take the lead. The Czech partisans applauded wildly as Baborovsky motored into a lead he would never relinquish. Kavinov took second, with Everts third and Maico Meister Hans Maisch in fourth.

Suddenly the crowd was aware of some movement in the pack. The young American Marty Moates was coming through the pack from 34th place. In one lap he had moved to 17th. Moates was spectacularly sideways and by the midway point had dropped the majority of Europe's best to fall in behind Maisch in fifth place. Crowd favorite Jaroslav Falta crashed through the

Anatoly Ovchinnikov throws his Austrian KTM over a Czechoslovakian rise in an effort to win honor for Mother Russia.

KE CZECHO



fence and was out. Later Russian points leader Moiseev joined him through the fence.

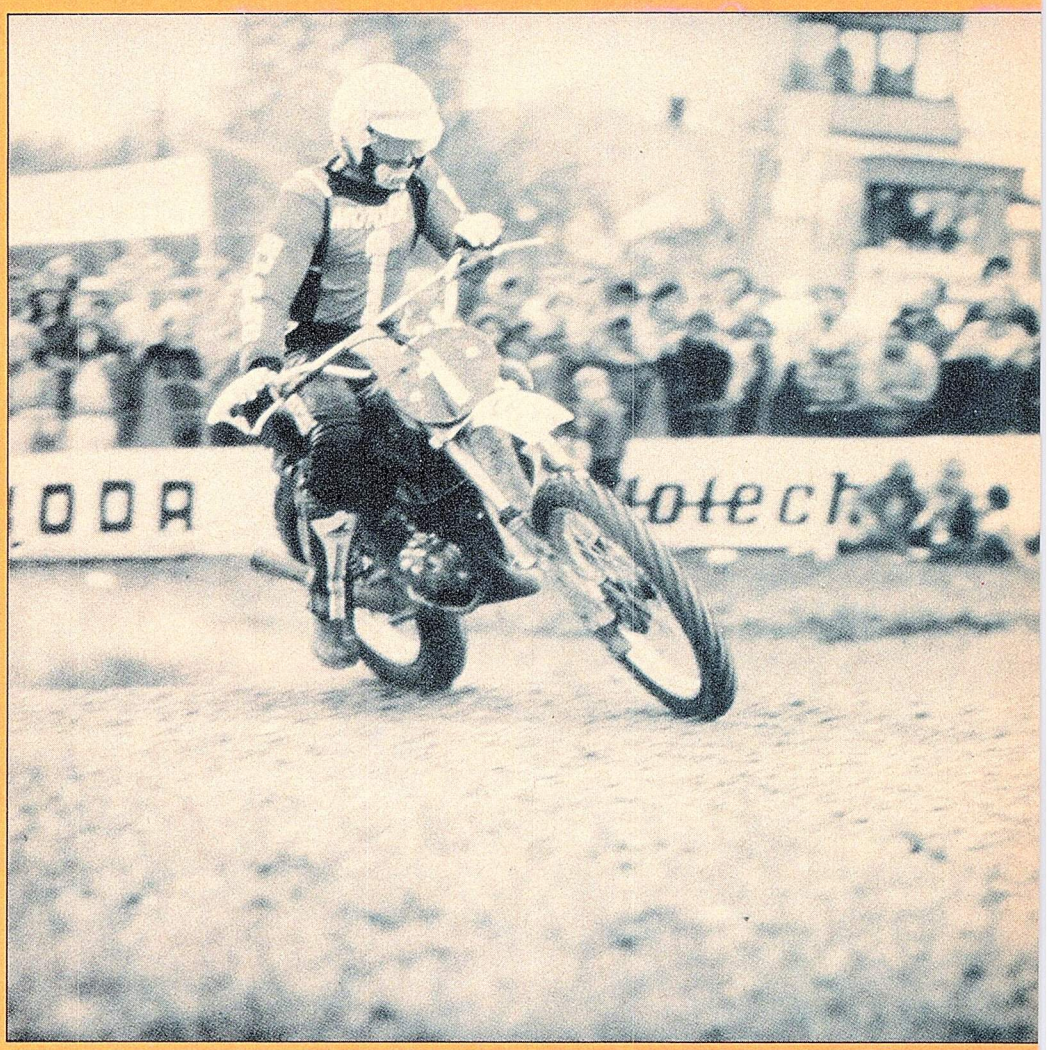
The first moto ended with Baborovsky, Kavinov (KTM), Everts, Maisch and Ossa-mounted Marty Moates in the top five. Old-timer Miroslav Halm showed up at the Czech GP and took his CZ to ninth in the first moto.

The second moto was another Czech runaway as the immortal Jaroslav Falta grabbed the holeshot and disappeared from the pack. Vladimir Kavinov was second, with Baborovsky pushing up from a bad start to take third. From this point on it was a time race between the Russian and Babo. The Russian's 2-2 score tied Baborovsky's 1-3, but the time difference was in the Czech's favor. It was of course a most popular victory with the crowd. Moiseev hurt his foot in a hard corner and dropped out with no points for the day.

The most promising rider of the GP season so far has been Marty Moates, but the second moto was a bummer. Moates is developing a wild man reputation far greater than the Russians', but unfortunately in one of his wild passes in the second moto he smashed his hand into a fence post, putting him out for the day. It is a possible broken finger, but it won't stop the crazy American.

CZECHOSLOVAKIAN 250 GRAND PRIX RESULTS

1. Antonin Baborovsky (1-3) . . . . CZ
2. Vladimir Kavinov (2-2) . . . . . KTM
3. Hans Maisch (4-4) . . . . . MAI
4. Raymond Boven (7-6) . . . . . MON
5. A. Ovchinnikov (12-5) . . . . . KTM
6. J.P. Mingels (6-12) . . . . . MON
7. Rob Hooper (13-8) . . . . . HUS
8. Jaroslav Vojtech (14-14) . . . . . CZ
9. Stanislav Lupac (17-16) . . . . . CZ
10. Matjaz Globocnik (18-18) . . KTM



Antonin Baborovsky barely nipped the Russian invasion of his homeland. The Czechs always win in Czecho and the Russians always win in Russia. Meanwhile Harry Everts (1) set fast time in practice but could do no better than third in one moto.

Suzuki's Jeff Jennings makes the commitment into an elliptical bermshot while leading the first 125 moto.

125/250 NATIONAL CHAMPIONSHIP

HANGTOWN '77

The Privateers have their day — almost

By Jody Weisel

☐ "You know, I've been running illegal the past couple of weeks, Jody," said Tony DiStefano as we headed up the Coast Highway on our journey to the opening round of the 125/250 National Championship. "I must be hearing things. The D. is going to tell me that he has been cheating. I hope it is a good method so I can use it next week at Saddleback," I said to myself while trying to keep the van headed north for Hangtown.

"The letters on the back of my jersey are only two and a half inches tall. The rules say they have to be three inches tall," whispered Tony. "I've let it go during the Super-Series, but this is the *race*!" DiStefano wasn't kidding. Hangtown is the Race. Only two men have ever held the 250 National title: three-time champ Gary Jones and two-time champ Tony D. And only two men have ever held the 125 National Championship: two-time champ Marty Smith and Bob Hannah.

HANGTOWN '77

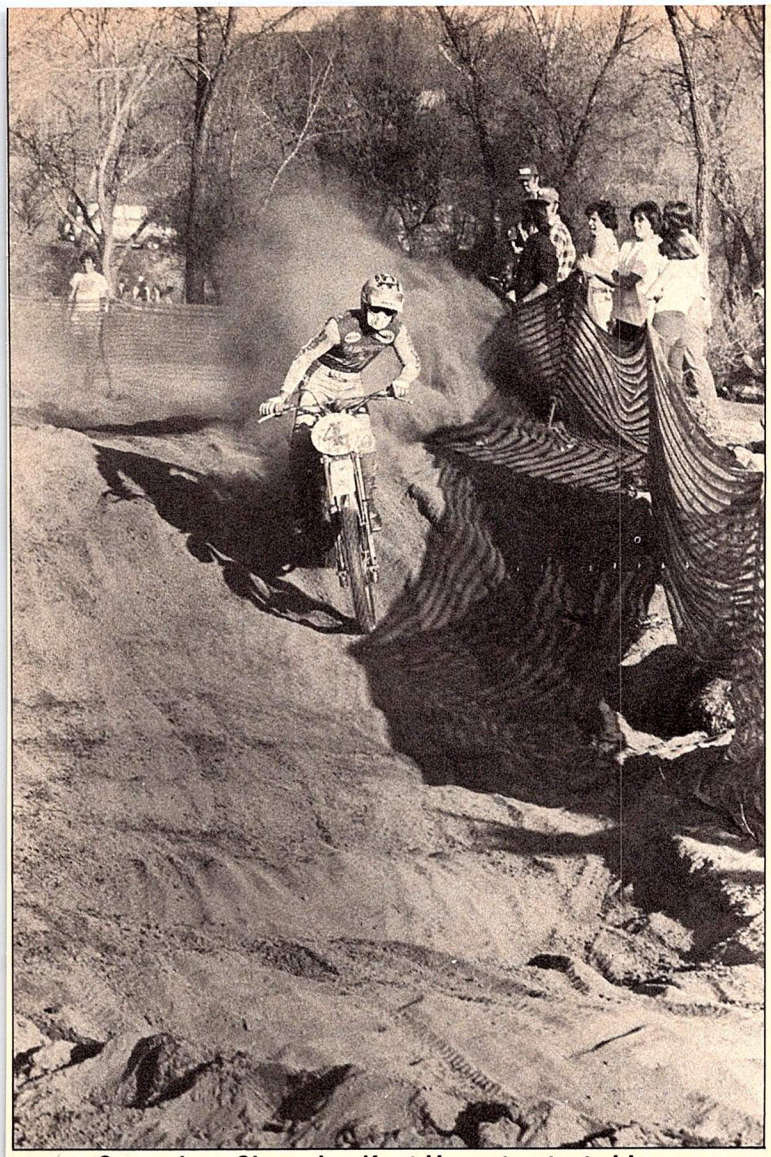
Marty Tripes, who hasn't seriously raced since Hangtown last year, came roaring back via Milwaukee.

When we got to Sacramento we had a three-hour wait until Tony's new jerseys, with legal letters on the back, would arrive at the airport. So, with two team Suzuki trucks and one van accounting for six motorcycles and about $100,000 worth of parts we went to a carnival. And there for three hours Tony D. bumper-carred his brains out waiting for legal jerseys.

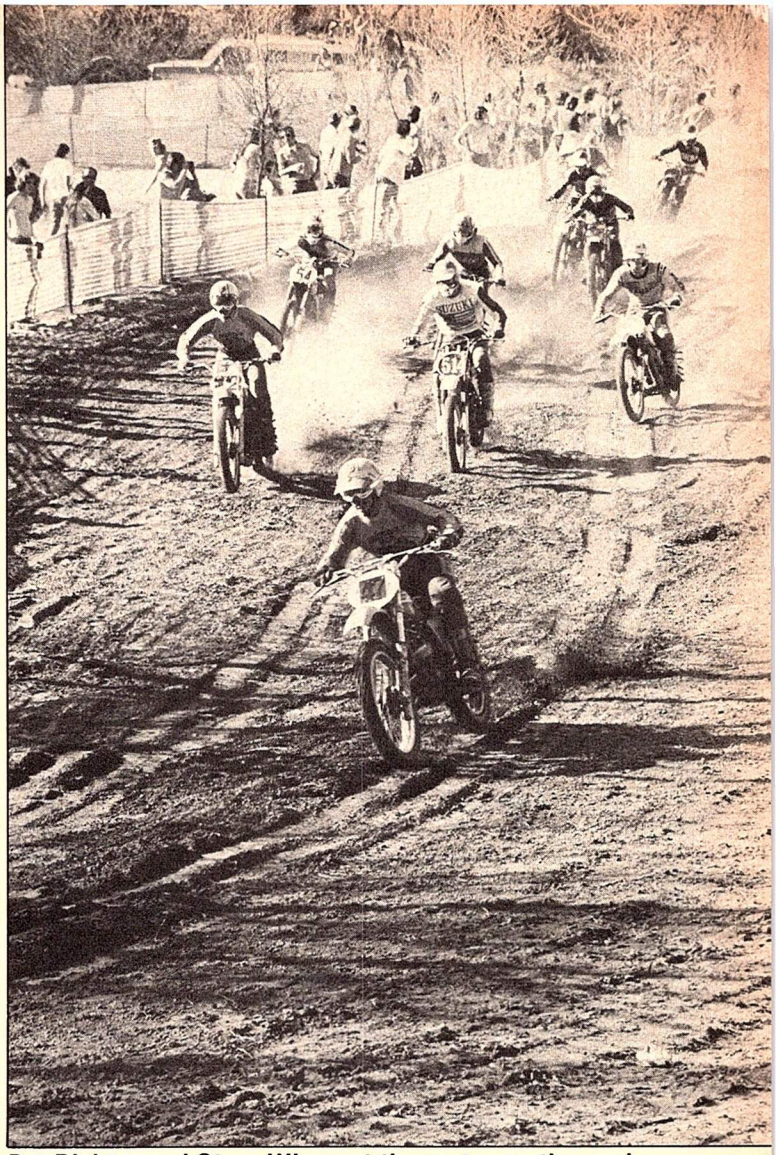
Meanwhile, sitting anxiously at his motel not far from the bumper-car mayhem was Jimmy Ellis. Ellis was waiting for a plane also, but not because he wanted legal jerseys, but rather because he wanted a motorcycle to race. Luckily the new bike showed up in the nick of time and he got to ride.

Over at Sam's, a sawdust on the floor, rinky-tink piano bar in Shingle Springs, Marty Smith was busy spending his nights before the race in intense competition. Marty took on all challengers at air hockey far into the night. Marty plays the game with a vengeance and he doesn't like to lose. By Saturday morning everyone was rested and concentrating on the task facing them tomorrow — the only double National of the year.

Missing was the Yamaha team. A cocky Bob Hannah had been seen around playing psych-out games, but with his boyish looks he is a shallow imitation of Jammin' Jimmy Weinert who doesn't play psych-out games. He means it. Then, after an all-night drive, the Yamaha trucks pulled into the motel. First came Broc Glover's mechanic Jim Felt, then Larry Carpenter pulled in with Rick Burgett's bikes, and finally



Open class Champion Kent Howerton tests his almost-stock 250 in a whooped-out Hangtown gully.



Pat Richter and Steve Wise put the motor on the pack in the second 125 moto. Oh, but for a water hose a kingdom was lost.

Keith McCarty and Hannah's 125 title-holder arrived. They had been up all night preparing the bikes and the long eight-hour drive from L.A. didn't set well with them.

All the teams were still putting the final touches on the bikes on Saturday afternoon. Harley teammates Rex Staten and Marty Tripes stopped by the Harley mechanics' corner room to check on the progress of their bikes every couple of hours.

Suzuki's Billy Grossi came in Saturday afternoon, removed the brace from his broken wrist and test-rode his Brian Lunnis-tuned Works Suzuki. It was the first time he had been on a bike since his Daytona crash and the first time he had ever been on this particular works model. After a couple of quick blasts across a nearby field he declared himself and the bike fit to race.

Perhaps the calmest group were the Texans who had driven in a caravan from the Lone Star State for this race. Led of course by Kent Howerton, Steve Stackable and Steve Wise, they were the state most widely represented, except for California. For Mike Jones, Jimmy Martin, David Boles and DeWitt Knox it was a scene that they were finally becoming comfortable at after a couple of years of occasional racing. They were ready to move Texas to the top and they weren't real shy about telling anyone.

Tech inspection and sign-in took all afternoon, as many riders and mechanics had to renew last year's licenses, or pay old fines for non-appearance. Some took the hassles with grace and simply decided to wait until the next morning before signing in. Others like Jim Pomeroy slipped up next to the young novice riders at the front of the line and cut in, knowing full well that a young rider at his first National wasn't going to turn him in for cutting. To ensure this, he even joked with them for up to two seconds to guarantee their friendship.

When Warren Reid pushed his bike through tech everybody stopped to see what Marty Smith's 125 replacement would be riding. They were shocked. It wasn't a Type 2. It wasn't a type anything. It was basically a heavily altered CR125 with an accessory top end by Mugan. LaPorte and his Suzuki teammates wandered over to look at it and came back mystified. It was an unknown quantity.

Sunday dawned bright and warm. There was no snow in the forecast, it wasn't even going to rain, and it just didn't seem like the Hangtowns of old without a little adversity. Driving down the winding, tree-lined

HANGTOWN '77

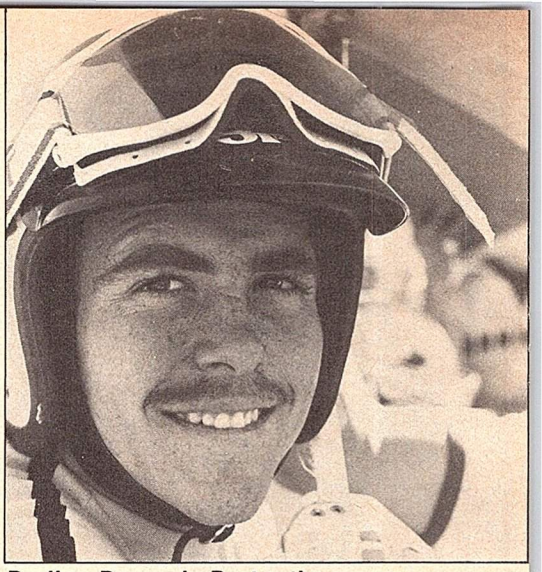
roads toward the track at 6:30 a.m. you could see hundreds of spectators' cars pulled off the side of the road into fields. Since there was no camping at the track they chose to camp up and down the highway.

The pits were jam-packed full, not another bike or van could have squeezed in. The last rider to come through the gates was Gary Jones, and he just parked it right in the road and set up camp with his improved Jones-Islos. The Suzuki mechanics had sent out spotters looking for Kojii Masuda. Masuda is the 250 Champion of Japan, and he is going to spend this year riding the American circuit. As such, Masuda is the first foreigner to come to America to race the Nationals since Pierre Karsmakers. But Kojii doesn't speak much English and he had gone off to San Francisco the night before and hadn't come back. Finally his white van with the Japanese flags front and side came through the pits. Kojii just smiled as everybody in the Suzuki pits yelled at him. Mark Blackwell graciously agreed to act as Masuda's mechanic for the day. Billy Grossi did two laps of practice and declared his wrist unfit for action.

When the gate dropped for the first 125 moto, a collective dust cloud rose from the drought-parched Northern California landscape as everyone ran to see who would grab the lead. Flashing out of the first corner came FMF rider Radical Ron Turner, featured recently in MXA; behind Turner was Jeff Jennings on a factory Suzuki and Pat Richter riding the trickest bike on the track, a water-cooled Moto-X Fox RM125 Suzuki. Suddenly both Turner and Jennings were out with engine failures and Open class expatriot Richter was setting a steaming pace. LaPorte and Hannah were back in the pack, but it wasn't long until they came up to join and finally pass Richter. LaPorte was under heavy pressure from Hurricane Hannah for two laps and then Hannah fell off the pace. Richter passed him immediately and soon the whole pack came streaming by. Hannah's pipe had been hitting the rear tire and was finally crunched closed. The bike slowly faded to the back of the pack to finish 17th. LaPorte won easily with Richter far ahead of Warren Reid's slow Mugan Honda. Surprisingly enough, FMF rider Gary Ogden was fourth, with Moto-X Fox privateer Steve Wise fifth. Suzuki's Danny LaPorte held the upper hand as they prepared for the second moto.

Pat Richter and Steve Wise grabbed the holeshot and disappeared over the horizon. LaPorte was running a steady third, while Hannah moved past both LaPorte and Wise on the fourth lap. Then on the fifth lap he failed to come around after a bearing came loose from his unused water pump and crunched the transmission. LaPorte moved past Wise, whose shocks were giving him trouble, and set sail in what looked like a futile pursuit of Pat Richter. Richter was about to become the first privateer since teammate Steve Wise to win a National. But it was not to be. An engine change in the pits between motos had left a set of mismatched water hoses tautly stretched at full lock. These hoses let go about midway through the moto. Richter pressed on as his temperature gauge moved out to the peg and steam poured from his engine. LaPorte reeled him to go 1-1 for the win. Richter was second overall with a 2-2 score, and surprising Gary Ogden brought his FMF Suzuki in ahead of Steve Wise for third overall. Ogden, at six feet and 170 pounds, is too large for the 125 class, but nobody told him.

The 250 National Championship was a Team Honda duel all day. In the first moto Jimmy Ellis grabbed the holeshot and then suffered an immediate shock problem. Mickey Kessler, the lone member of Team Montesa, kept his throaty, stock VB250 wired and held the lead until Jim Pomeroy brought his red Honda with the pumpkin-seed-shaped gas tank by. Marty Smith battled long and hard with Kessler and finally slipped by. Pomeroy maintained an eight-second lead until the end when Marty Smith started to knock off two seconds a lap. But Marty fell four feet short at the finish line. Kessler was an ecstatic third, with Harley-mounted Marty Tripes making his comeback debut in

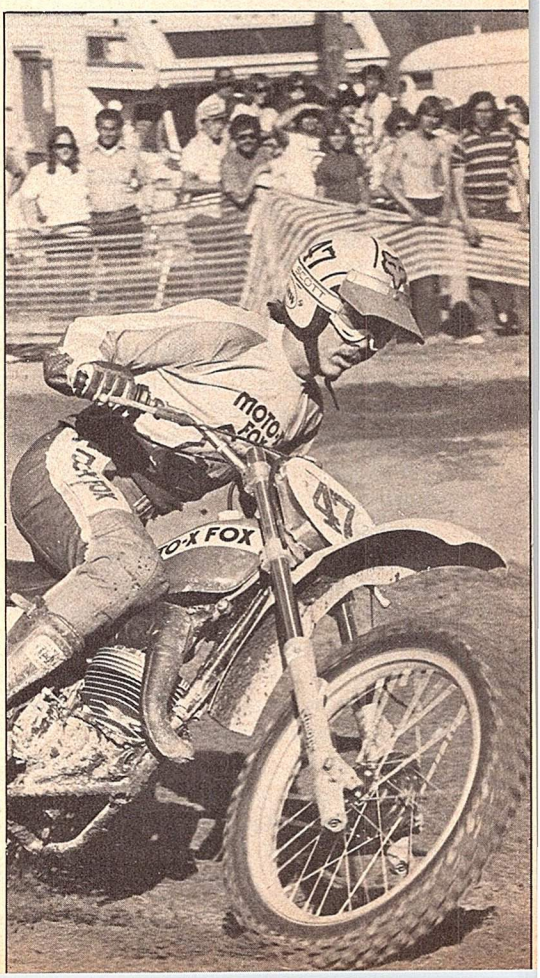


Darling Danny LaPorte, the heart-throb of Yucca Valley, picked up right where he left off last year.

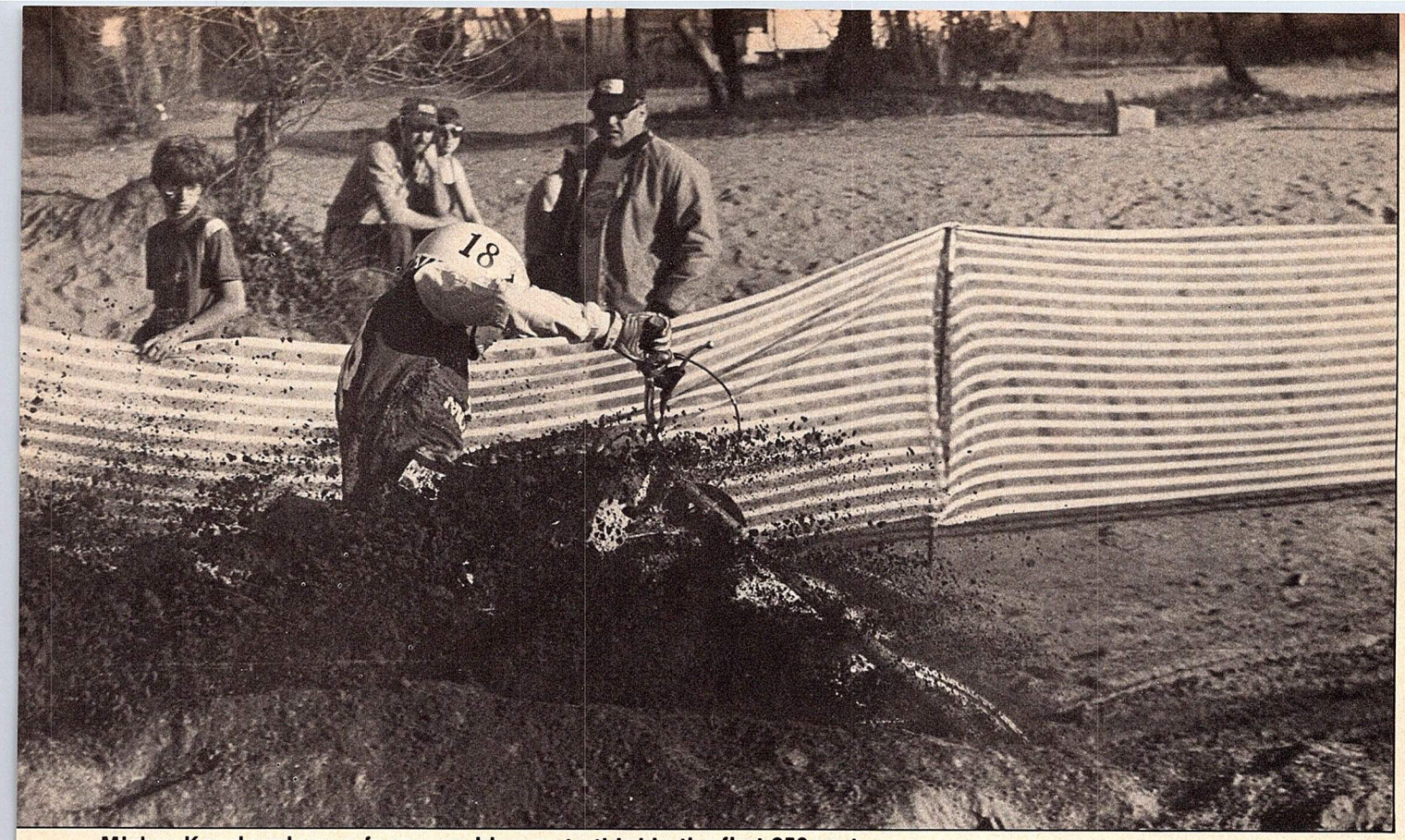
fourth. Tony D. and his legal jersey had worked up from 18th to fifth.

Gassin' Gaylon Mosier took his Maico to the front of the second moto with DiStefano trailing along behind. Marty Smith tucked into third place and started to count the overall dough. Tony D. paced himself off of Mosier and at the

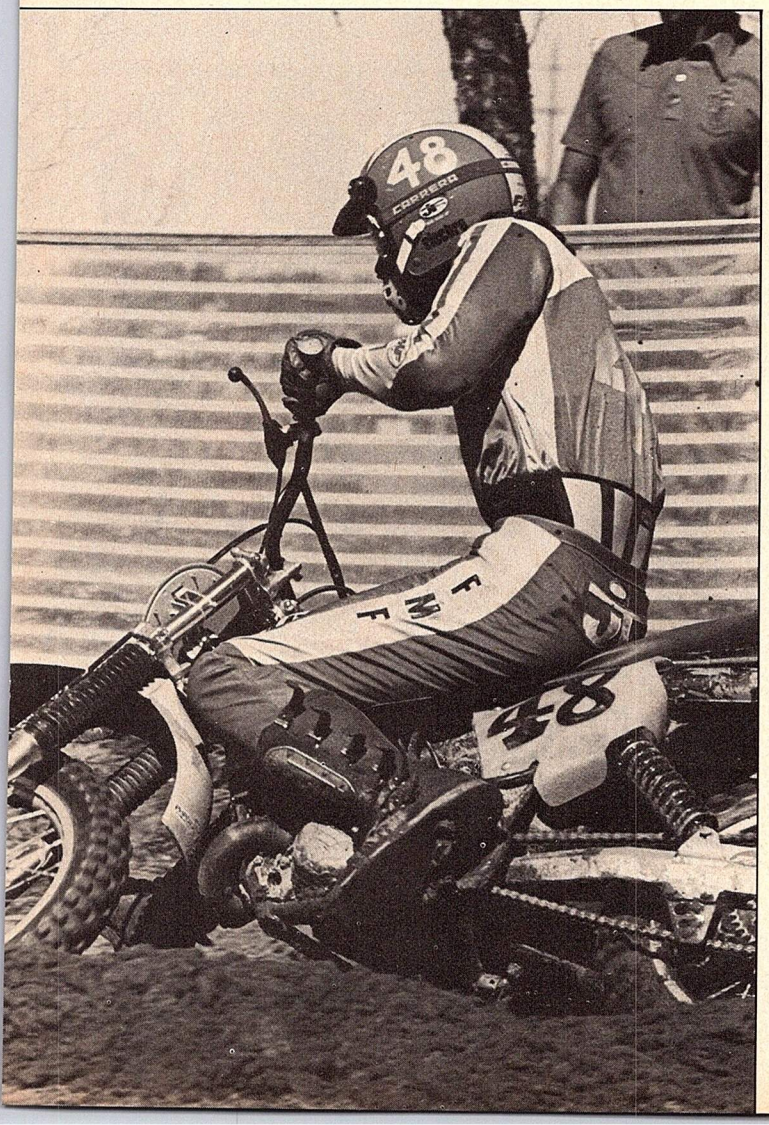
The potent 125 privateers almost pushed through a sweep. Pat Richter (47), Gary Ogden (48) and Steve Wise (12).



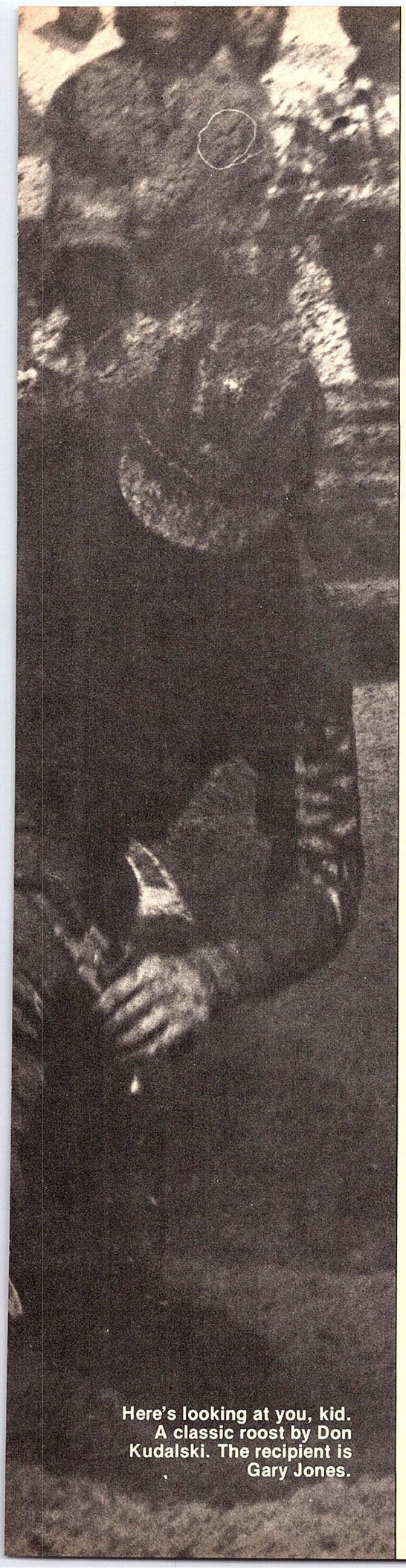
Photographs by Jack Wright



Mickey Kessler plows a furrow on his way to third in the first 250 moto.



HANGTOWN '77



Here's looking at you, kid. A classic roost by Don Kudalski. The recipient is Gary Jones.

halfway point moved past the Maico and motored away. Gaylon slumped for a few laps and Marty Smith passed him for second place. Jim Pomeroy came banging up behind Gaylon, and the reality of slipping backwards through the pack rejuvenated Gaylon. Mosier fought off the repeated charges of Pomeroy to remain in third to the finish.

The overall went to Marty Smith with a deserved 2-2 win; Pomeroy's 1-4 just nipped Tony D's 5-1. Surprised faces were in evidence as Marty Tripes took the orange Harley to fourth overall with 4-5 rides.

Hangtown was through for another year. The billowing dust finally settled as a two-hour traffic jam session worked its way down the winding country roads. As always, the season started with surprises, new faces, old pros and some returning veterans.

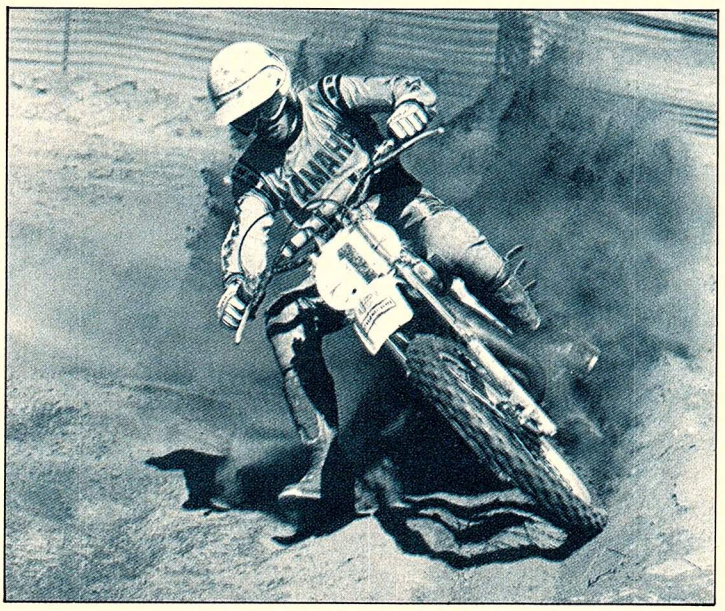
125 NATIONAL

1. Danny LaPorte (1-1) ..... Suz
2. Pat Richter (2-3) ..... Suz
3. Gary Ogden (4-6) ..... FMF
4. Steve Wise (5-5) ..... Hon
5. Warren Reid (3-12) ..... Hon
6. Arlo Englund (6-9) ..... Hus
7. John Savitski (10-8) ..... FMF
8. Broc Glover (--2) ..... Yam
9. Billy Joyce (13-7) ..... CH
10. M. Guerra (8-13) ..... Hus

250 NATIONAL

1. Marty Smith (2-2) ..... Hon
2. Jim Pomeroy (1-4) ..... Hon
3. Tony DiStefano (5-1) ..... Suz
4. Kent Howerton (3-7) ..... Hus
5. Marty Tripes (4-5) ..... H-D
6. Gaylon Mosier (8-3) ..... Mai
7. Gary Semics (9-6) ..... Kaw
8. Mickey Kessler (6-12) ..... Mon
9. Tommy Croft (12-8) ..... Hon
10. Rick Burgett (14-11) ..... Yam

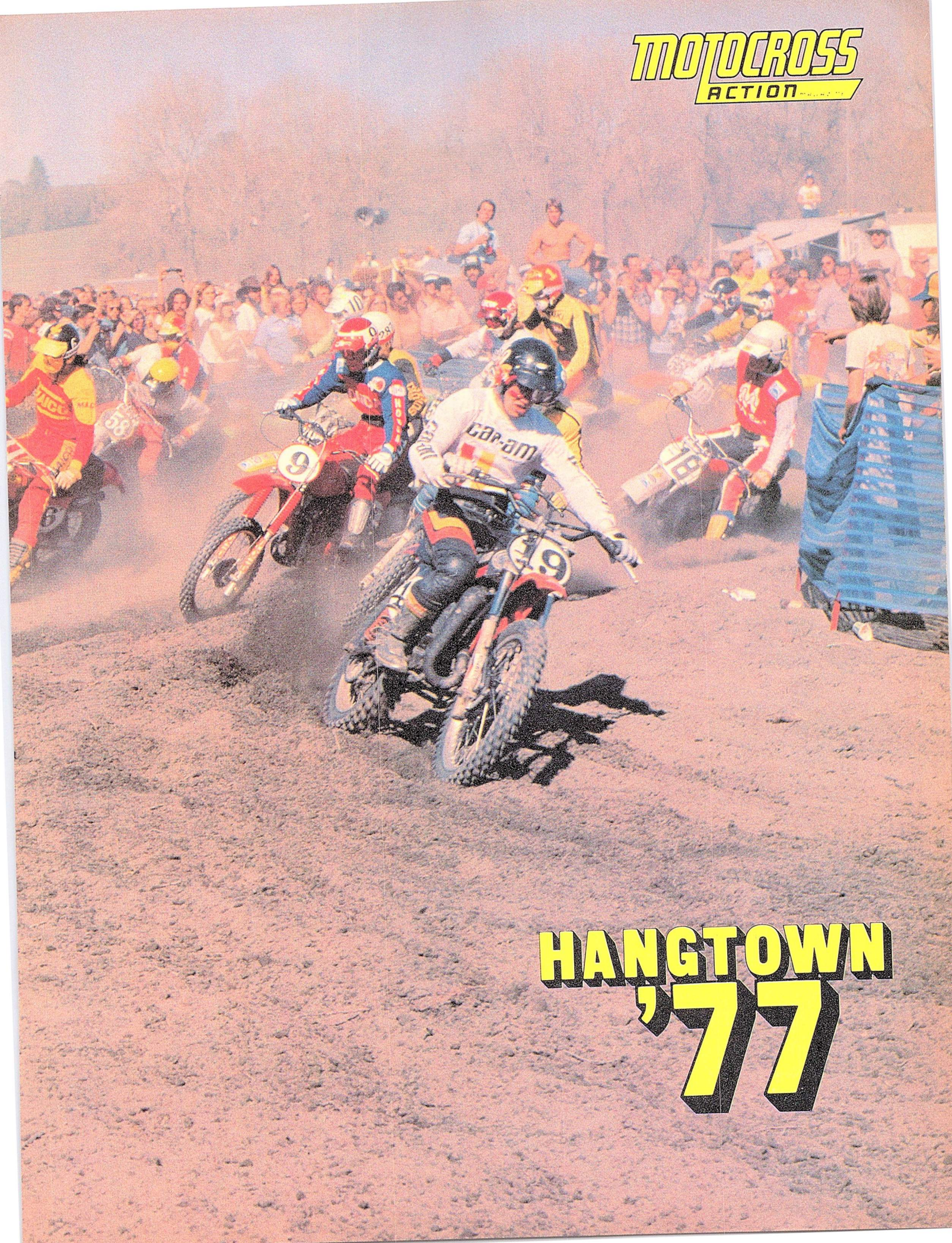
Everybody had to qualify except for last year's top ten riders. It was go-for-broke time, as only 40 of the 80 riders would get to race.



For Bullet Bob Hannah it was a bad day. LaPorte earned 50 points, Bob got three.

73
13

MOTOCROSS ACTION



HANGTOWN '77

MARTY MO

Personality

ATES

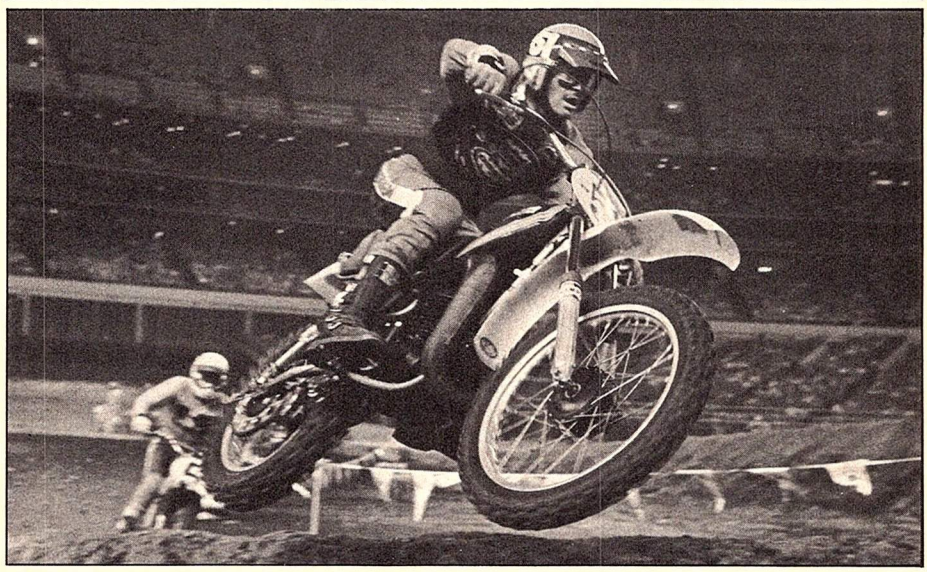
America's newest Grand Prix star

By Jim Gianatsis

☐ Daytona's 1977 Supercross will probably be remembered by Marty Moates as the turning point in his career. The bigwigs from the Ossa factory in Spain had flown over to Daytona just to see the 20-year-old kid from San Diego race.

For Marty it was the accumulating point of six years' racing experience, the last three of which were made up of almost total frustration and painful injuries as he tried to become a professional. Behind him was his mother — who did everything she could for her son: letting him drop out of high school so he could follow the circuit, working hard at a job so she could buy him the bikes and equipment he needed to race. At first they had to keep Marty's racing hidden from his father, who was partially paralyzed during World War II and certainly wouldn't want to hear about his son taking any chances. When Marty started winning local races, though, they were just too proud to keep the secret from his father any longer. They showed him the trophies he had won over a two-year period, but Marty's father had known about his son's racing all the time and never let on.

Back in 1974 Rickman-Triumph hired Marty Tripes and Marty Moates to race their 250cc Rickman/Montesas in the Florida Winter-AMA Series and the Nationals throughout the year. The first few weekends in Florida the bikes broke, then Marty Moates crashed and broke his hand. Soon afterwards Triumph folded up in America. Marty's first factory ride had gone down the tubes and he hadn't done anything to warrant support from anyone else. After six months of playing around and racing locally in Florida, Marty bought himself a $100 car, loaded his bike in the trunk, and headed back home



Whether Marty is banging off a lip in Czechoslovakia or inside the Houston Astrodome, it is evident to everyone around that he is going to come down with the wick turned full on.

Photograph by A. Martinez

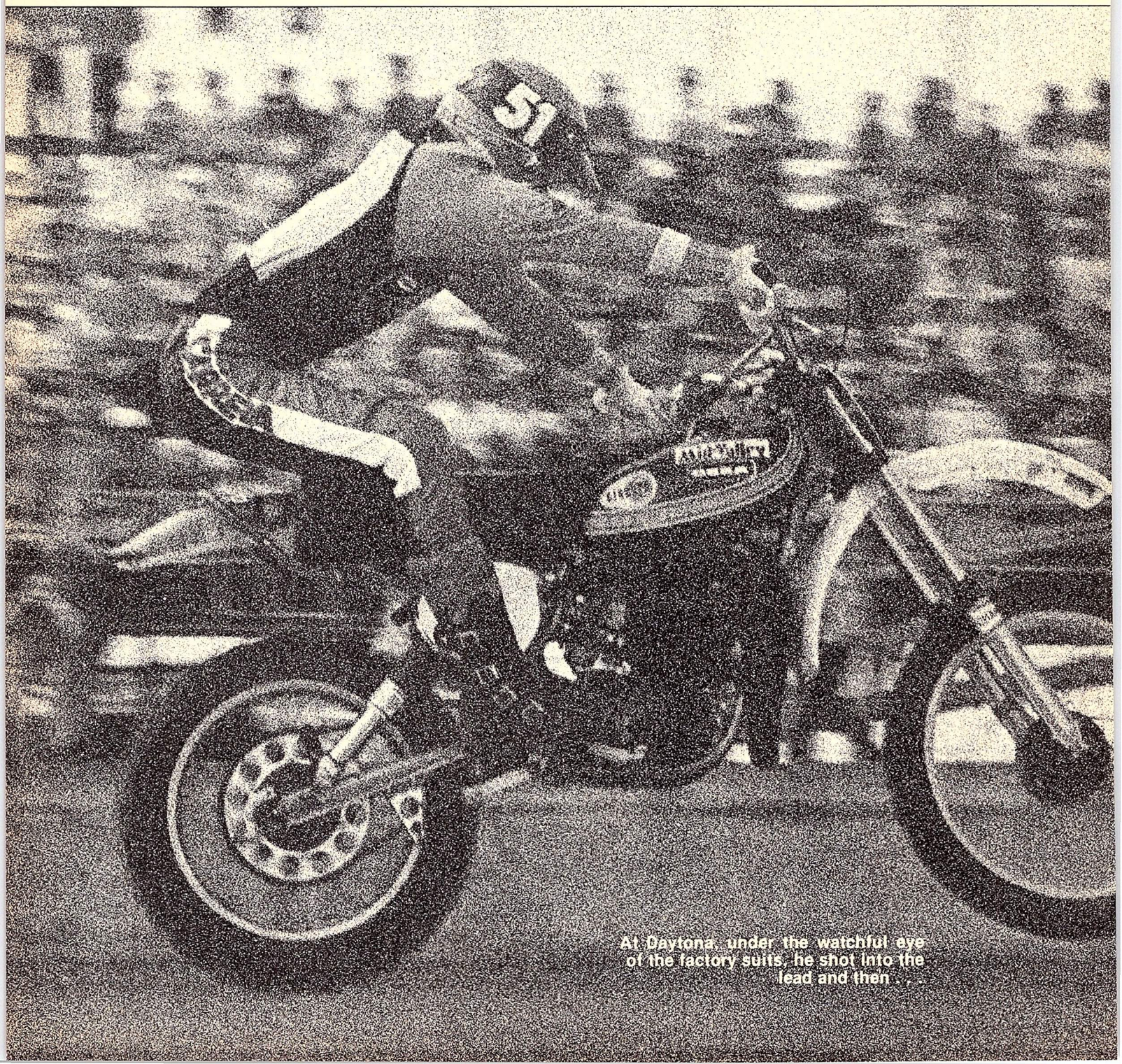
MARTY MOATES

to Southern California to start all over again.

With help from his mother, Marty bought some new Honda CR125s, fixed them up to work right, and started winning at local races again. In the summer of 1975 an up-and-coming youngster named Bob Hannah got his friend a job with the Suzuki R&D team racing SoCal events and testing bikes. Together they would clean up at the local races.

One day, while testing Suzuki's new 250 RM, Marty had the throttle hang open on him, causing him to crash and break his hand again. While his hand was healing, he broke his collarbone on a skateboard. When the hand and collarbone healed, Marty went back to testing bikes for Suzuki. One muddy day at Saddleback he went off a jump, and when the bike landed it just stuck, pitching Marty over the bars to break his shoulder.

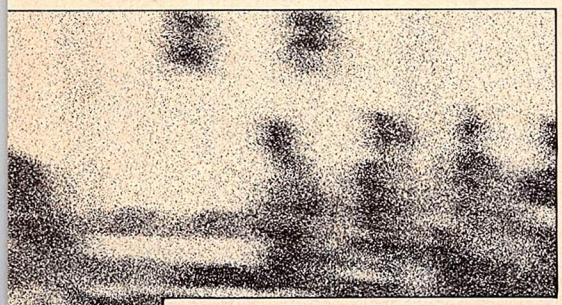
Marty wasn't able to get back into racing again until April of 1976. Suzuki had promised him a bike for the 125cc National at Hangtown, but with all of Marty's injuries, the bike was given to Jeff Jennings. Marty was able to borrow Billy Grossi's well-used practice bike and to take third behind Hannah, now riding for Yamaha, and Danny Turner. Marty wanted to follow the entire National circuit, but Suzuki wanted him to just race the local SoCal tracks.

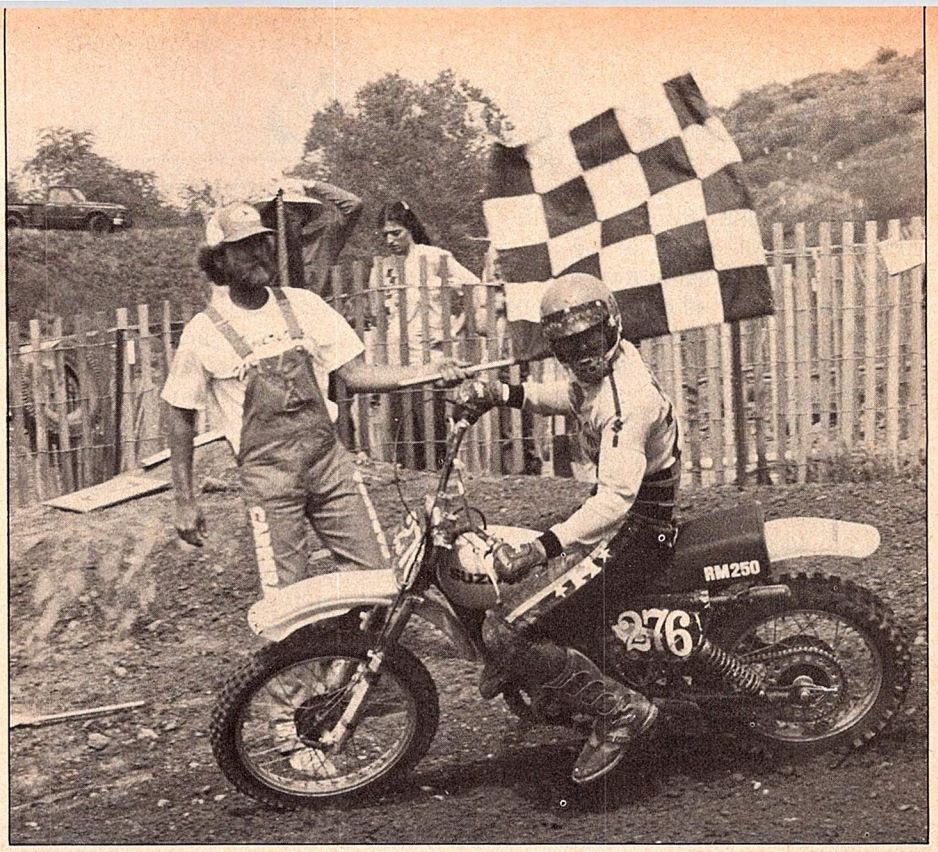


At Daytona, under the watchful eye of the factory suits, he shot into the lead and then . . .

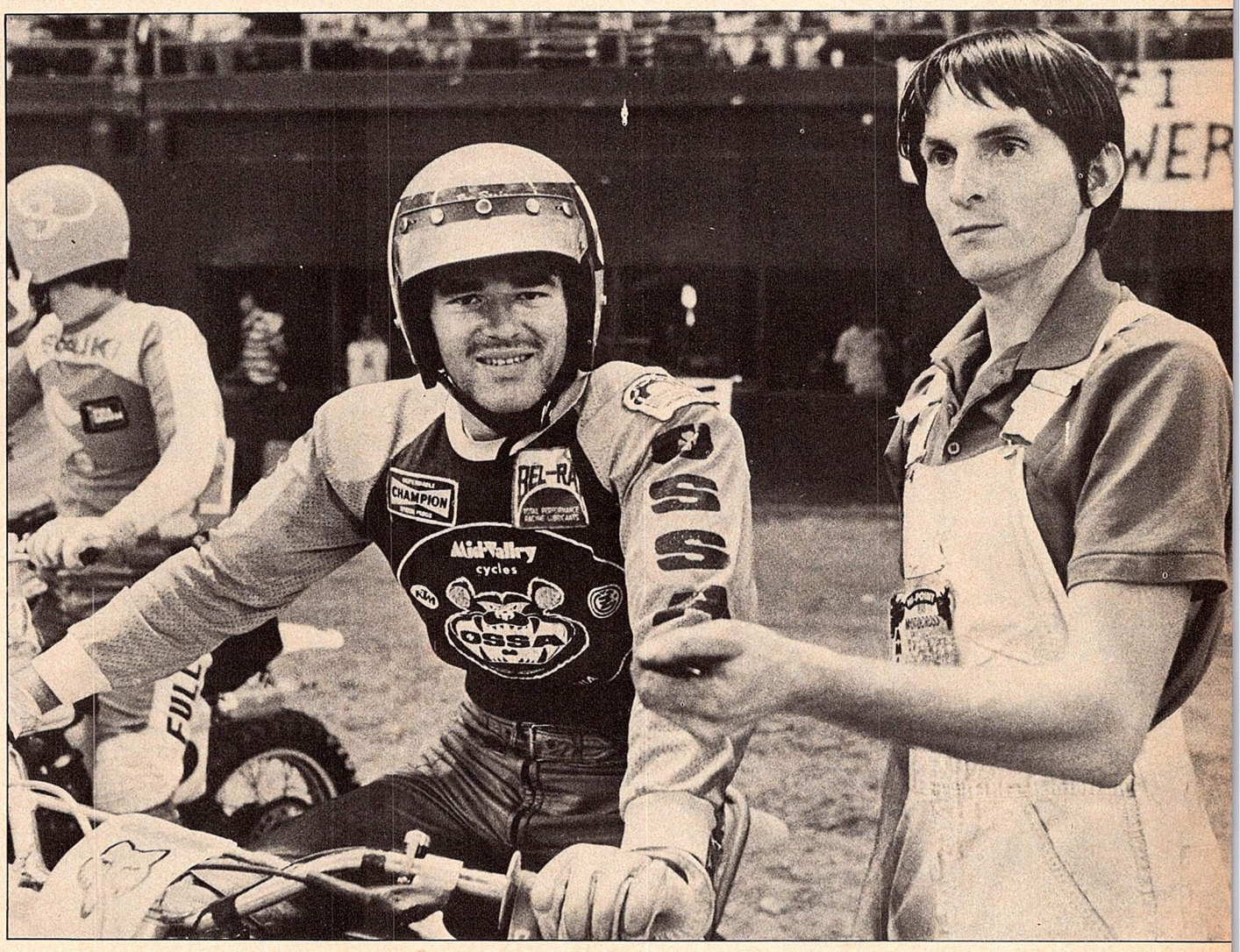
With no ill feelings, Marty left Suzuki to try to get a ride on the circuit.

Broc Glover's father offered Marty a bike to race at the next National in Maryland, where he placed first privateer in sixth. The following weekend, riding someone else's bike in Michigan, Marty broke. While riding home in a friend's van they were involved in a rollover on the Interstate which resulted in a broken forehead for Marty.





Marty once worked at Suzuki as a test rider for the service department.



While Henry Gref keeps a sharp eye on the watch before the start, Marty enjoys his new-fangled fame.

MARTY MOATES

Once healed again, Marty went racing and finished third in the 500 Support class on a KTM at the Superbowl. Marie Dellatorre at Mid-Valley Cycle had gotten the bike for Marty at KTM. One day, while Marty was in the shop working on his bike, Kenny Zahrt brought his Ossa in to leave it there. Seems Kenny didn't want to ride for Ossa anymore. Marie called up Ossa and got them to let Marty have the bike. Marty did so well on the bike at the last four Support class races of the Trans-AMA that Ossa in America decided to field a race team on the National circuit for 1977 with Marty and Greg Robertson as riders. Their mechanic was experienced east coast tuner Henry Gref.

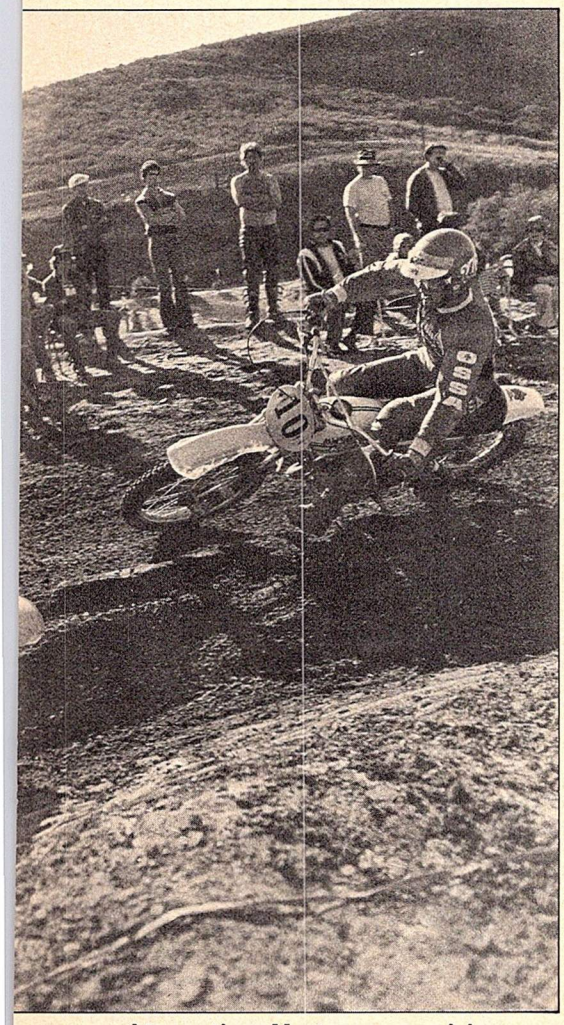
After three years, Marty returned to Florida with his factory Ossa ride, and finished third overall in the Winter-AMA Series in the 250cc class behind Bob Hannah and Tony DiStefano. Meanwhile, the Ossa factory in Spain was feeling the boost in their American bike sales, and decided it was time to field a full factory effort in the 250cc World Championships. They had been hearing good things about their American rider, Marty Moates, so they flew over for the Daytona Supercross to get a better look at him.

When the gate dropped for the Feature race at Daytona, Kenny Zahrt reeled off the holeshot with his Bultaco, but Marty was close behind in second place. On the second lap Marty caught Kenny on a section of jumps and snapped the throttle on the Ossa to dance past Kenny and into the lead. Just as Marty took control of the race, though, one of the jumps he was going over jerked the handlebars of his bike so hard that Marty's arm was pulled from its socket. Marty was able to stop and snap it back into place, but he was in too much pain to finish the race. Still, his two-lap performance at Daytona was all the factory reps from Ossa needed to see. Two weeks later Marty was on a jet bound for Europe to be America's only Grand Prix rider in the 250cc World Championships for 1977.

Marty flies over the Houston double jump, while Tony D. takes the low route.

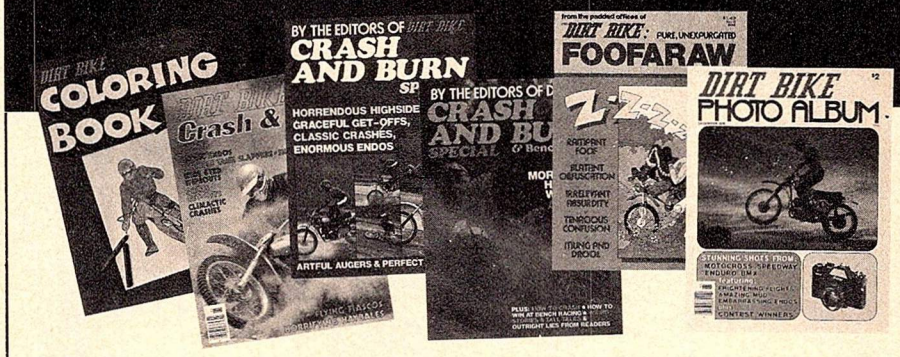
Though the GP series has just gotten started and he is new to Europe, Marty seems to be making the adjustment extremely well. At the opening 250cc Grand Prix held in Spain on April 3rd, Marty was holding down fourth place 15 minutes into the first moto when he had to retire with engine problems. In the second moto he pulled a last-place start, 40th, and had worked his way up to tenth place when one of his rear shocks broke. Despite the problems, it was a fantastic first showing for Marty in Europe.

There's no second-guessing how the remainder of the World Championship races will turn out for Marty. Be willing to bet, though, that like Jim Pomeroy before him, Marty Moates will return home to America a seasoned veteran and one of the best riders in the world. MX



At one time Marty was receiving bikes from both Ossa and KTM, as he demonstrates at Saddleback.

IT'S ALL HERE . . .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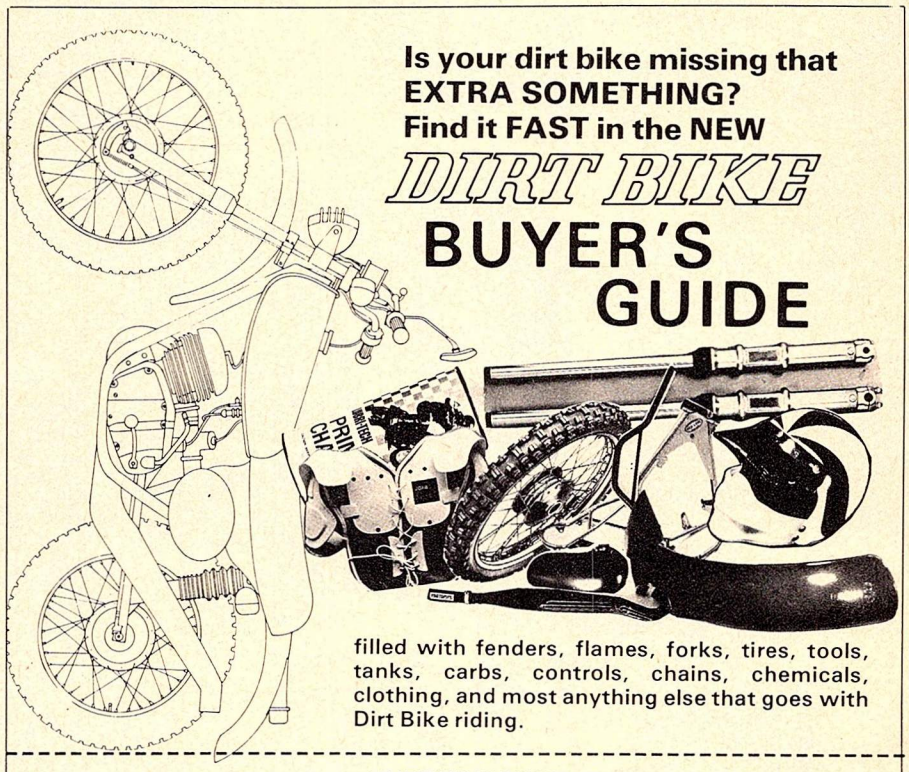

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250 WORLD
CHAMPIONSHIP
CAMEL
1

In the struggle to capture the 250 World Championship vacated by Heikki Mikkola, former Champ Harry Everts (1) is facing tough competition from Guenady Moiseev.

Grand Prix Of BELGIUM

Racing in the Heartland

By Adolfo Martinez and Jorge Flo

□ For the past years the World Championship in the 500cc category has been the preserve of five-time World Champion Roger DeCoster. His battles have been hard, but except for one year he has been triumphant. On the other hand, the 250cc World Championship has been a no-holds-barred battle. Seven or eight riders have had a shot at it since the departure of Joel Robert from the competitive scene. At the Belgian GP, Guenady Moiseev, the Russian on the KTM, began to look like the man to beat.

To beat the Belgians in Belgium is one of the most difficult things in motocross. Moiseev set fastest time in practice, almost a full second faster than Hakan Carlqvist. Carlqvist is a Swiss rider who has switched from Ossa to Husky this season. Behind them came Baborovsky, Falta, Everts, Malherbe and Bruno.

At the start of the first moto it was a duel between Moiseev and Everts. The two World Champions blazed way into the lead with the Russian out front. Everts took his Bultaco past the Russian on the third lap, but it was short-lived as the Russian bullied by again. Hakan Carlqvist crashed on the first lap and broke his leg.

Moiseev poured it on to win with Everts a strong second. A tough battle ensued for third with Andre Malherbe holding the position at the flag ahead of Jean Paul Mingels and Raymond Boven.

The second moto fell to the Russian Moiseev again as he seemed to enjoy the muddy conditions of the track at Borgloon. His control in the slippery conditions was excellent as he quickly outpaced his competitors. Belgian Harry Everts wasn't as lucky and was mired back in ninth place with bike troubles. Surprisingly, Torao Suzuki finished second in the second moto, although he posed no threat to the Russian leader. Vladimir Kavinov closed up on him at the end of the moto to make it first and third for the Soviets.

Everts finally got going at the end of the moto to move into fifth place behind Torleif Hansen on the Kawasaki. Spanish GP winner Raymond Boven was sixth.

The overall victory went to Guenady Moiseev with a 1-1 score. Harry Everts was second, with Raymond Boven third and KTM-mounted Andre Malherbe fourth. Marty Moates did not have a good day, failing to score in the first moto and doing no better than 13th in the second round.

BELGIAN 250 GRAND PRIX RESULTS

1. G. Moiseev (1-1) . . . . . KTM
2. H. Everts (2-5) . . . . . BUL
3. R. Boven (5-6) . . . . . MON
4. A. Malherbe (3-8) . . . . . KTM
5. V. Kavinov (10-3) . . . . . KTM
6. J.P. Mingels (4-10) . . . . . MON
7. N. Hudson (7-7) . . . . . MAI
8. F. Schneider (6-9) . . . . . KTM
9. A. Baborovsky (9-14) . . . . . CZ
10. E. Sundstrom (13-11) . . . . . HUS

MONTESA 250VB

The best production deuce-and-a-half ever . . . no kidding

□ If we told you that a small Spanish firm best known for trials bikes was currently building the best production 250 motocrosser on the market you would probably have a hard time believing us. We had trouble convincing test riders Gary Ogden, Lance Moorewood and Jody Weisel. Until we unleashed them on a motocross track with the new Montesa 250VB. It was instant amazement and love. The VB is an enigma. Nothing on the machine is the same as last year (the potent VA model), and comparatively nothing is in the same mold as modern moto-standards.

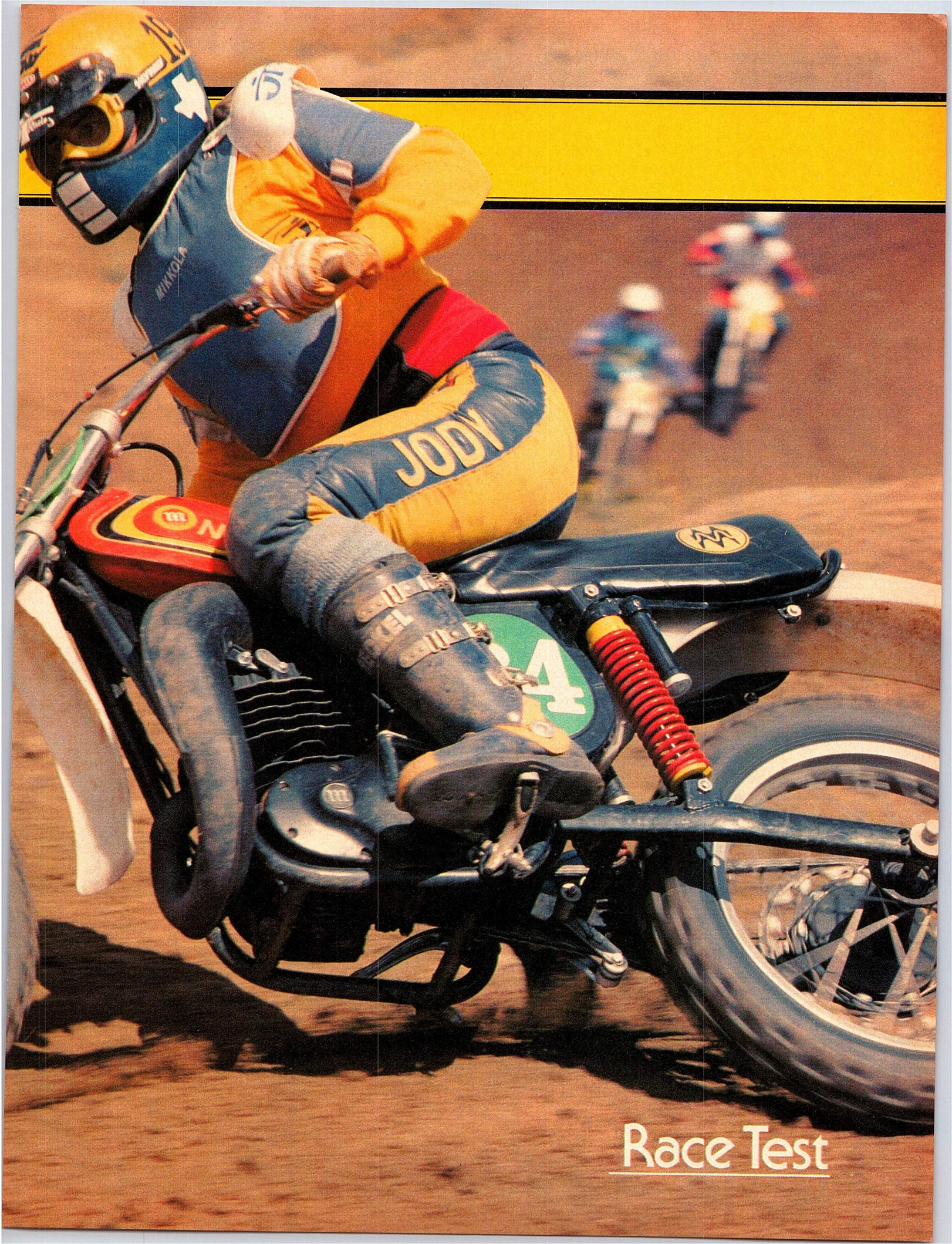
The Montesa 250VB is the exact motorcycle that Hakan Andersson rode last year in the Grand Prix wars, and it is the same machine that Hakan Andersson and teammate Raymond Boven are riding this year in the GP wars. This year the engine has a center-port cylinder cradled in a double-downtube frame. Last year's production bike had a side-port in a single-downtube frame. The frame, swingarm, footpegs and handlebars are chrome moly. Last year's good Montesa in-line axle forks have been replaced by leading axle magnesium Marzocchi forks with 240mm of travel. The Marzocchis you can buy off the shelf are 220mm versions. The expansion chamber this year is upswept and through-the-frame. It is a carefully designed full-taper stamped pipe to supply the right kind of power. The gas tank is slightly larger this year and the seat has been redesigned. The fenders are a thick white plastic that seems indestructible. The rear shocks are the dreaded gas Betors that we have panned on every earlier occasion, but on the Montesa they work. They work because of some careful consideration on Montesa's part in the selection of spring rates.

The Montesa 250VB is the best deuce-and-a-half we have ever tested. This is a statement that we are hesitant to make, because you have heard about the best this, the best that and the best yellow oriental bike. *Popular Dirt Bag Magazine* told you that the new Buffalo Crunch 250 was the best all-around buy. *Modern Cycle Guide* declared that the Whipsnapper Toledo Hanson replica was the greatest dual-purpose MXer on the market. And of course *Sicle Magazine* said that the new 250 Iranian Bagdad turned out the most horsepower and thus logically must be the greatest thing since the Ducati Scrambler.

We race motocross, and if we were going to buy a 250cc class

Jody pushes the limits of adhesion while the 13.7 inches of ground clearance is chewed up by a bottoms-up sideways pitch. The screened decal on the seat is very RMish, but everything else speaks with a European accent except Jody, he's from Texas.

Photograph by Dave Hankins



Race Test

MONTESA 250VB

ustensil we would lay our hard-earned cash down on a VB250 Montesa. Why? The Montesa VB is designed to perform all the functions that make motocross an enjoyable and exciting sport. If CZ had tried to keep pace, back when they were the machine to race, the *only* machine, this is where they would be now. The Montesa's radically forward-mounted shocks provide a smooth, deflection-free ride. The gas Betor shocks are mounted 11 inches in front of the rear axle. The swingarm doesn't flex. People with flex on their minds will find it, because it sure looks like it should, but proper design and material combinations in the swingarm have negated this possibility. Wildly assaulting rugged terrain produces nine inches of travel. Not a harsh, snappy stroke, but a smooth, unperturbable nine inches. And if you go beyond the nine inches available, the bike does controllable fine-line hops through the worst bike-eating whoops.

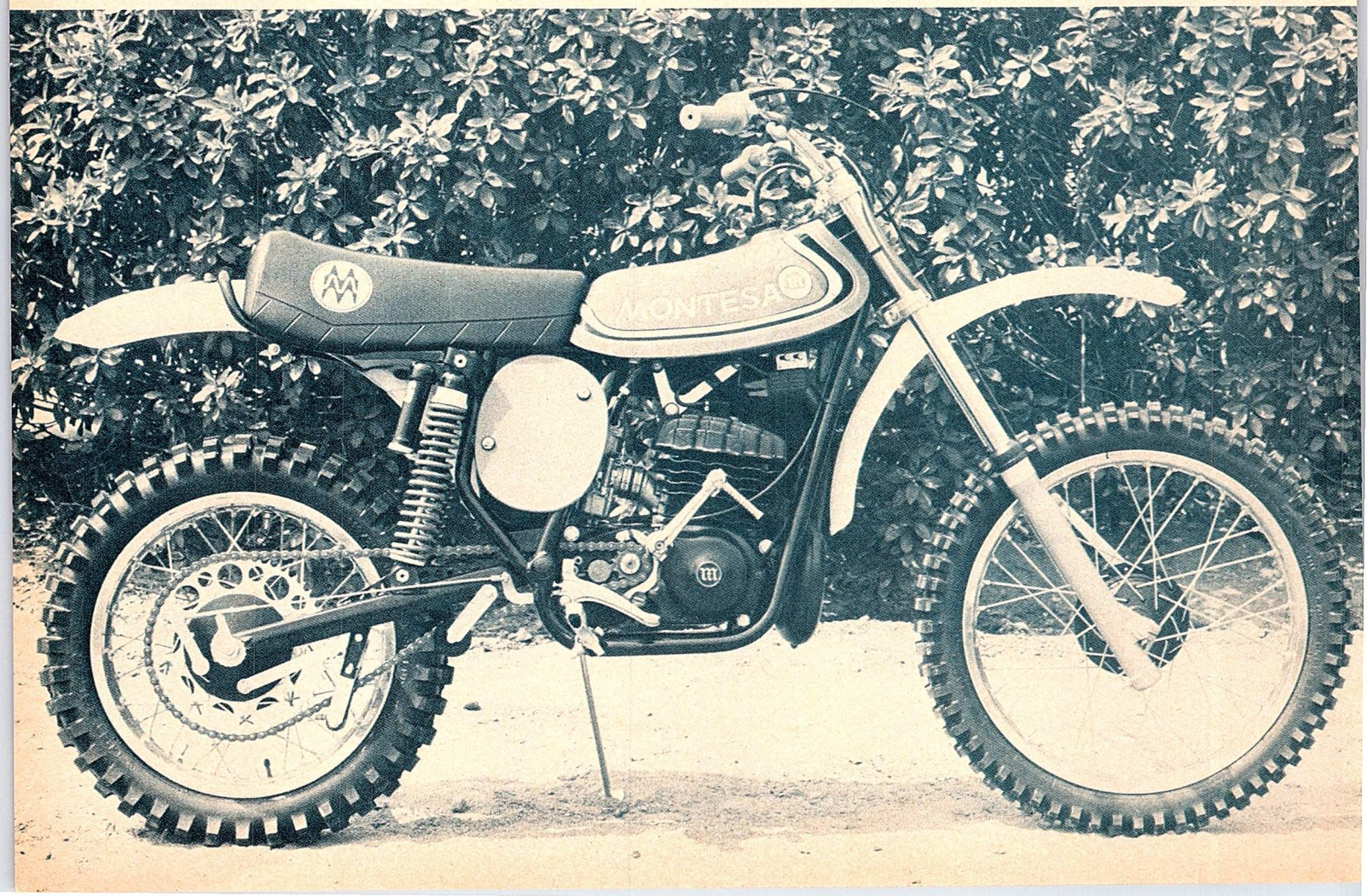
The unusual rear suspension design is one of the enigmas. It is contrary to what the great technological rumor mill had declared as proper. This design provides a soft, plush action, and because of that the rear wheel sticks whether the throttle is on or off. Former World Champion Hakan Andersson may keep the cable taut constantly, but the majority of us shut off occasionally. Many cantilever sprung models exhibit a violent loss of feel without the power on. The VB works all the time.

The front suspension is faultless Marzocchi with magnesium sliders. We used ten-weight Bel-Ray fork oil, but lighter riders liked the bike with five-weight in it. Travel up front is a full 240mm.

The enigma of enigmas with this machine is the powerband. You can't mistake the sound of a VB coming down the track. It has a raspy, throaty roar that tells you that this bike's beans start right at the bottom of the rev range. Jody compared the power to a CZ with a kick and proceeded to go out on a totally burnt-out Saddleback freeway and put the power into the ground. The VB is fast. We got holeshots every time we raced it. Yet it has the broadest, easiest to ride output of any MXer on the market. If it is hard and slippery, that grunt off the bottom makes the bike one of the few throttle-snappers capable of making a solid traction connection. If it's moist, the soft suspension and ideal handling guarantee a stage for rider potential.

While other manufacturers are finally knocking the hard, crisp machine-gun staccato out of their powerbands, Montesa has smoothed it out to perfection. Heady stuff, this VB. The bike is taller than in the past and corners better because of it. With the earlier VR and VA models it was necessary to get down and toss in a lot of lean and body Spanish to coax the long, low mothers around a corner. The VB has the same wheelbase, but the new frame and suspenders make it effortlessly fall around the curves. Maico 250s have always had the market on smooth power and fine-

With a full tank of petrol the VB weighs in at 225 pounds and feels even lighter.



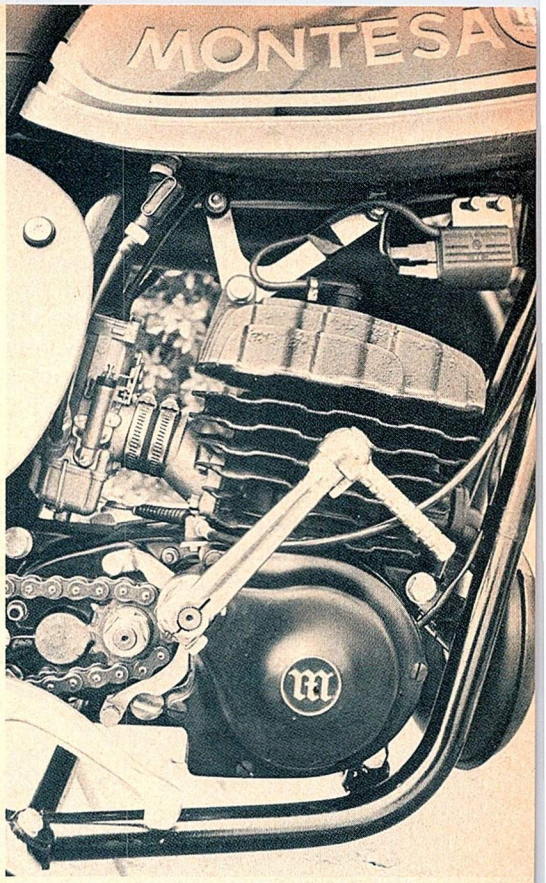
line handling, but the VB goes inside a Maico and comes on sooner and stronger. The Montesa will hold a fine line through the gnarliest stuff.

Team MXA was dazzled with the bike every time we worked on it, largely, because we didn't have to work on it very much. The air cleaner, a Twin Air, is the easiest-to-service unit in the industry. A quick-release rubber strap holds a cross-bar behind it and a one-second flick of the wrist has it out. The swingarm rides on high-quality bushings in an oil bath! The chain rides on a mid-mount chain tensioner and is guided by a rubber-lined chain guide. The seat/tank junction was a source of complaint on the VA, but has been blended into one smooth contour. The gas tank petcocks are the innovative rubber housings with the squeezable steel balls, leading most Montesa mechanics to yell at their riders, "Squeeze your balls before the race!"

The rims are green label shoulderless Akronts and we never ex-

On a track as slick as ice, Jody tracks the Montesa like it's on a rail.

Photograph by Scott Heidbrink



The rippled fins make the engine run cooler. The forward-mounted kickstarter requires minor acrobatics.

The tank/seat junction is perfect for sliding up, over or off. The bike is designed for short people.

MONTESA 250VB

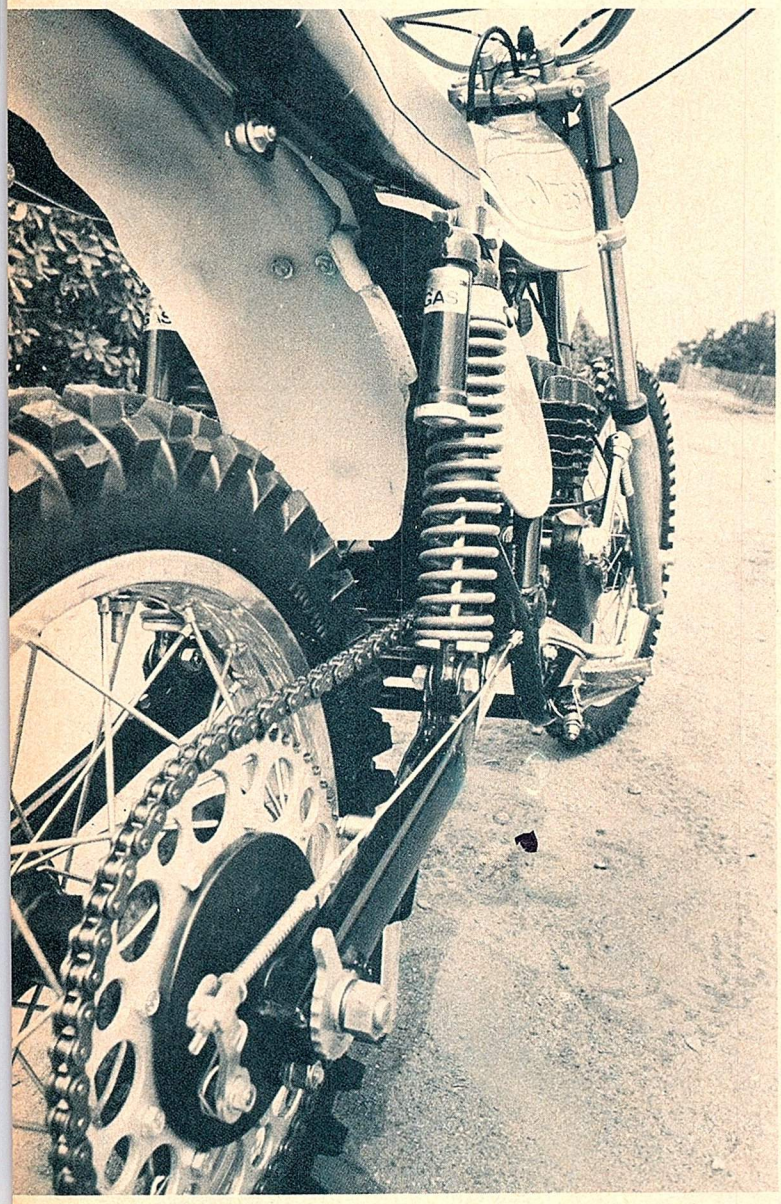
perienced a spoke-loosening problem. The chain adjusters are the foolproof eccentric cam type that make chain-tightening a snap. The ignition is Motoplat. The drill for starting the motor was to choke the Bing V54 and give the awkwardly mounted VB kickstarter three quick kicks. It always fired before the final stroke.

As we rant and rave about the Montesa 250VB, you're probably wondering what we didn't like, if anything. Have no fear. The perfect and indestructible motocrosser has not been made yet. And even when it is, we still have a few violent endos they can't design to prevent.

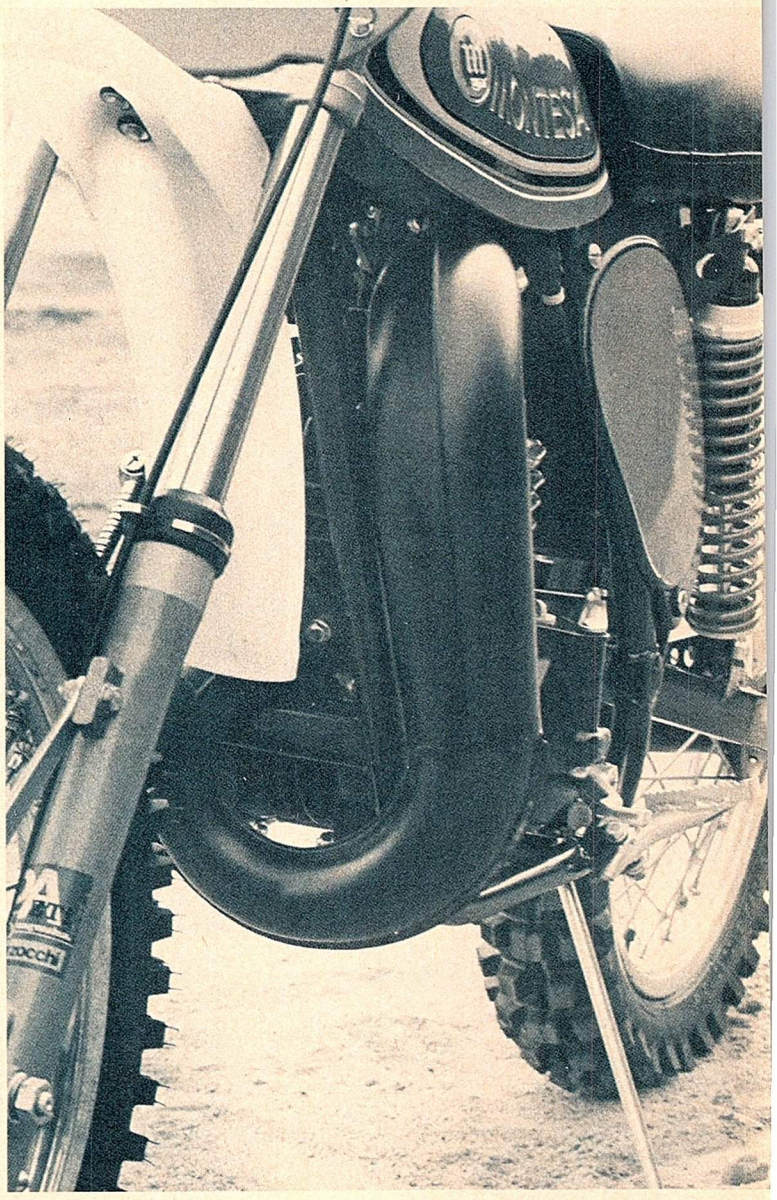
The VB's side panels and number plates are so small that getting a three-digit number on would be a problem. We considered mounting the numbers sideways. Montesa wants the shock to remain out in the airflow, and didn't wrap the plate up and around it like they should have. Mysteriously, our front number plate cracked; no crash, no mishandling, no reason.

Where the hidden stinger exits under the rear fender, the heat from the burnt gases melted the seat glue and caused a small section of the seat to come undone. We reglued it and didn't have that problem again. The spring rate is suited for riders under 170 pounds. This is the stock setup, and a change of springs would rectify that problem. Gary Ogden is six feet tall and had difficulty in getting up on the pegs in a hurry. It was hard for Gary to get to his feet quickly exiting a turn. It turns out that the VB's footpegs are almost 16 inches off the ground, while Gary's more familiar Suzuki has 13-inch-high footpegs and a seat kit. Taller riders will have a problem with this semi-cramped situation.

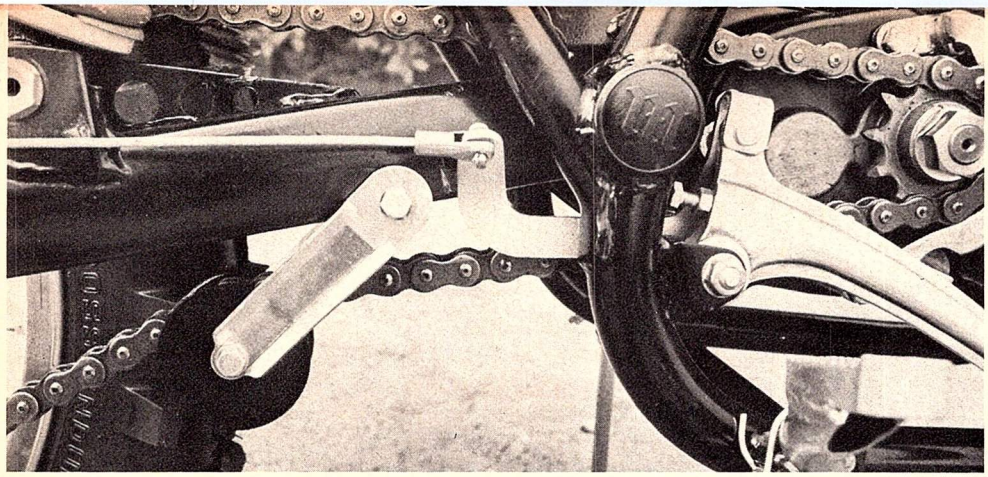
The front fender is not wide enough. Although nicely constructed, it could stand to be at least an inch wider. We replaced it with a white Preston Petty "Tony D." front fender to keep goop from flying back. The rear brake works exceptionally well, and is actuated



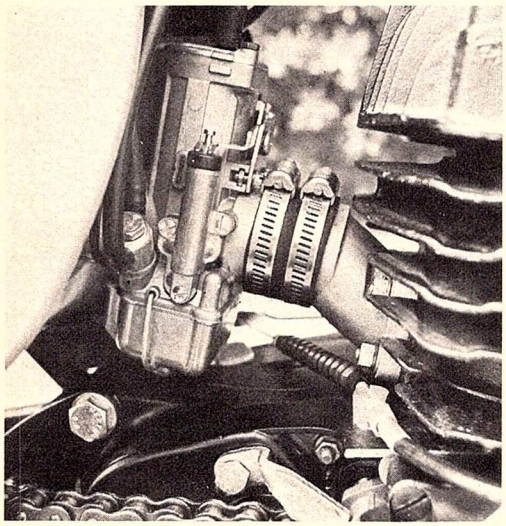
The distance from the axle to the shock mount is a startling 11 inches.



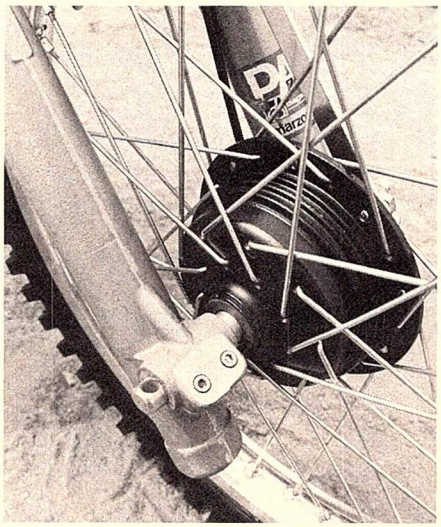
The beautifully designed pipe contributes more than looks to the powerplant.



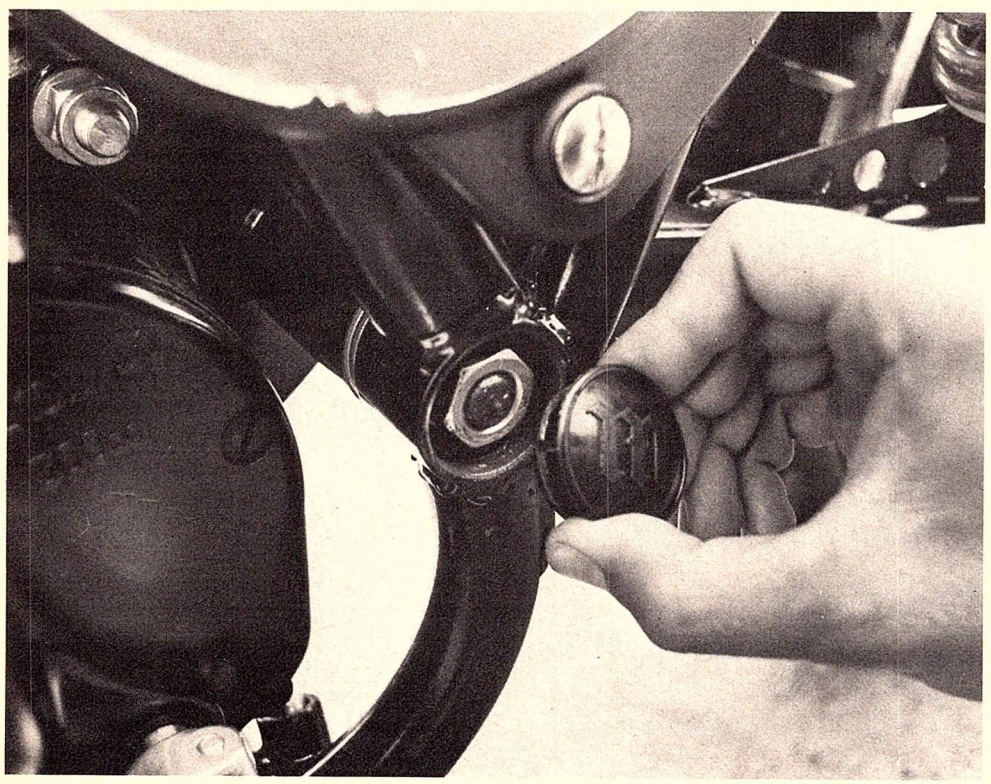
The brake cable pulls directly through the swingarm pivot for more control. The brake and shift pedal are aluminum.



A safety measure used on the works bikes is to loop a piece of wire around the Bing vergasser from the cylinder to keep it from slipping.



This unusual spoke arrangement requires three different length spokes that, because of different tensile lengths, rarely loosen.



The swingarm hides behind these plastic caps.

by an unusual bare cable, but the front brake was mushy. We tracked this down to cable flex.

All of our test riders jumped off of Japanese motorcycles, which they use in their day-to-day moto battles, onto the Montesa, and consistently missed third gear on the upshift. Yet each rider insisted that it was his fault. Continuous attempts to get them to blame the transmission had them go back out and ride without missing the shift. It takes more concentration than the Jap models. The stock tires are Pirellis, and unless you live in a sandpit, throw them away. We mounted Metzelers.

As we continued to test the Montesa everybody fell in love with it. It was hard for them to go back to their personal mounts. Suddenly their own bikes became jerky, too

The only suspension trouble encountered was with the elastic on Jody's silk shorts.

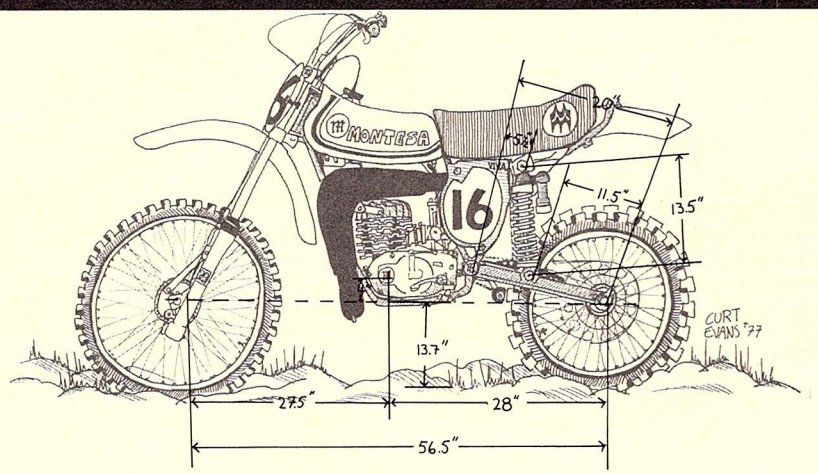
MXA test rider Gary Ogden does the old knee/hand interface trick.

MONTESA

touchy to ride, a little too stiff. We liked the Montesa, if you couldn't tell, and we're going to keep it as long as we can. The VB is fun to ride. It always keeps you in contact with the earth, it does nothing surprising, and it has been extremely reliable under our pounding. Montesa probably doesn't expect to sell too many VBs this year until the word gets out. The bike is expensive at $1799, but when you look at a luscious powerband, ample suspension, excellent handling, thought-provoking design and quality craftsmanship, you gotta know it's going to be worth it.

The sensuous petcock.

SPECIFICATIONS



SPECIFICATIONS

Make	Montesa
Model	250 VB
Country of Manufacture	Spain
Retail Price	$1799

ENGINE

Type	Two-stroke, single cylinder
Bore & Stroke	70mmx64mm
Displacement	246.3cc
Compression Ratio	14:1
Carburetion	Bing V54
Ignition	Motoplat CDI
Lubrication	Pre-mix
Air Filter	Twin Air Foam

TRANSMISSION

Type	Five-speed
Ratios	1.833, 1.428, 1.125. .941, .809

SUSPENSION

Front	Magnesium Marzocchi forks
Rear	Gas Betor shocks
Travel	
Front	240mm
Rear	250mm

DIMENSIONS

Wheelbase	1430mm (56.2 inches)
Ground clearance	350mm (13.7 inches)
Seat height	990mm (38.9 inches)
Track weight	225 pounds wet

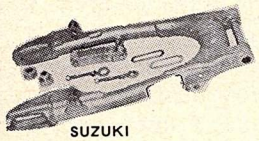
CAPACITIES

Fuel	7 liters (1.83 gallons)

THE SWITCH IS ON. JUST ASK MARTY SMITH.

The '77 season is here. Go with the Winners— MARTY SMITH, P.D.I. and YOU.

NEW PDI SWING ARMS



SUZUKI

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120-1125-00	CR125, '74,'75	119.95
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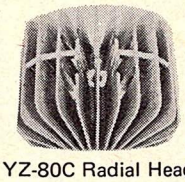
120-1125-02	CR125M2 laydwn*	119.95
120-1175-00	MR175	119.95
120-1250-00	CR250M	124.95
120-1250-01	CR250M1, M76	124.95
YAMAHA		
120-2125-00	YZ, MX125	114.95
120-2125-01	YZ125 Mono Mag.	159.95
120-2250-00	YZ250 Mono Mag.	169.95
120-2400-00	YZ400 Mag.	169.95
SUZUKI		
120-3100-00	TM100	119.95
120-3100-01	RM100	119.95
120-3125-00	TM125	119.95
120-3125-01	RM125	119.95
120-3250-00	TM250	124.95
120-3250-01	RM250A	124.95
120-3250-02	RM250B	124.95
120-3370-00	RM370A	124.95
120-3370-01	RM370B	124.95
KAWASAKI		
120-4125-00	KX125	119.95
120-4250-00	KX250 '75,'76	124.95
120-4400-00	KX400	124.95
121-0000-00	P.D.I. Swingarm chain tensioner	7.95
121-0000-01	P.D.I. Swingarm chain adjuster	3.95
121-0000-02	P.D.I. Swingarm chain tension rollers	1.95

*Used by Marty Smith

RADIAL HEADS



YZ-80C Radial Head

HONDA	
CR-100	49.95
CR-125 M76	49.95
CR-125 M76	49.95
CR-250 M	64.95
CR-250 M1	64.95
CR-250 M76	64.95
MR-250	64.95
YAMAHA	
YZ-80 C	49.95
YZ-100C	49.95
YZ-125 & 125mx	49.95
YZ-125 Monoshock	49.95
YZ-250 Monoshock	64.95
SUZUKI	
TM-100	49.95
RM-100	49.95
TM-125	49.95
RM-125	49.95
RM-250	64.95
RM-370	64.95
RM-125A	49.95
RM-125B	59.95
KAWASAKI	
KX-125	49.95
KX-250 (75 & 76)	64.95
KX-400 (75 & 76)	64.95

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RM 125B Hi	74.95
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RM 250B Hi	82.95
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RM 370B Hi	82.95

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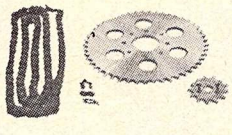

HONDA		YAMAHA	
CR 125	39.95	YZC	42.95
CR 125 M2	39.95	RM125A	39.95

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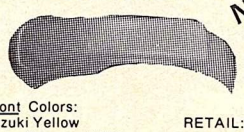

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Rear Suzuki RM Fender RETAIL: **$11.95**
Colors: Suzuki yellow, Opaque White

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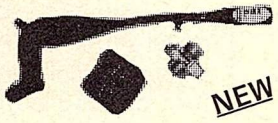

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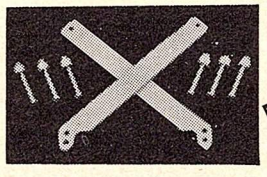
FRONT FORK BRACE



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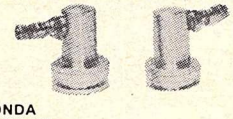
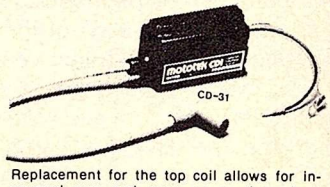
Air-Oil Suspension FORK CONVERSION



HONDA	Price
'74 CR 125	14.95
XL & SL 100 & 125	14.95
'74 - '75 MT 125	14.95
'75 CR 125M	10.95
'75 MR 175	10.95
'75 TL 250	10.95
'73 & '74 CR 250	14.95
'72-'75 XL 250 & 350	14.95
'75 CR 250 M1	9.95
'72 - '75 XR 75	13.95
'76 CR 125 M2	10.95
YAMAHA	
'75 YZC 100 & 125	14.95
'68-'76 M/X & YZ 250	14.95
'68-'76 M/X & YZ 360 400 & 500	14.95
'74-'75 M/X 100	14.95
'74-'75 M/X 125 & YZ 125	14.95
CT 1, AT 1, DT 125, ST 175, DT 175, 175 Trails	14.95
YZ 80, DT 80, 80 Trails, DT 90 Enduro	14.95
YZC 80	14.95
SUZUKI	
RM 125, 250 & 370	14.95
TM 250 & TM 400	15.95
TM 100 & 125, TS 185	15.95
All Betor Forks	15.95
All CZ Forks	15.95

Mototek Hi-Rev Ignition



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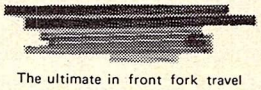

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RM370A&B	9¾"	59.95
PE250	9½ "	59.95
YZ 125D	10½ "	59.95
YZ 250D	11 "	59.95
YZ 400D	11 "	59.95
IT175	10½ "	59.95
IT400	10½ "	59.95
CR125 '76&'77	9.1"	59.95

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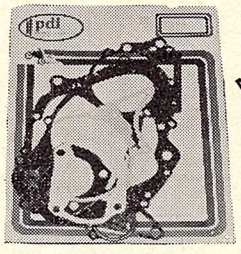

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CR 125 M2	5.95	2.75
CR 250	6.95	2.95
CR 250 M2	6.95	2.95
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RM 125A	5.95	2.70
Suzuki RM 125B	5.95	2.70
Suzuki RM 250A		
Suzuki RM 370 A& B		
YAMAHA		
YZ 80		
YZ 125C	4.65	2.75
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Circle Number 8 on pg. 73

Product Evaluation

SUN 17-INCH RIM & TRE

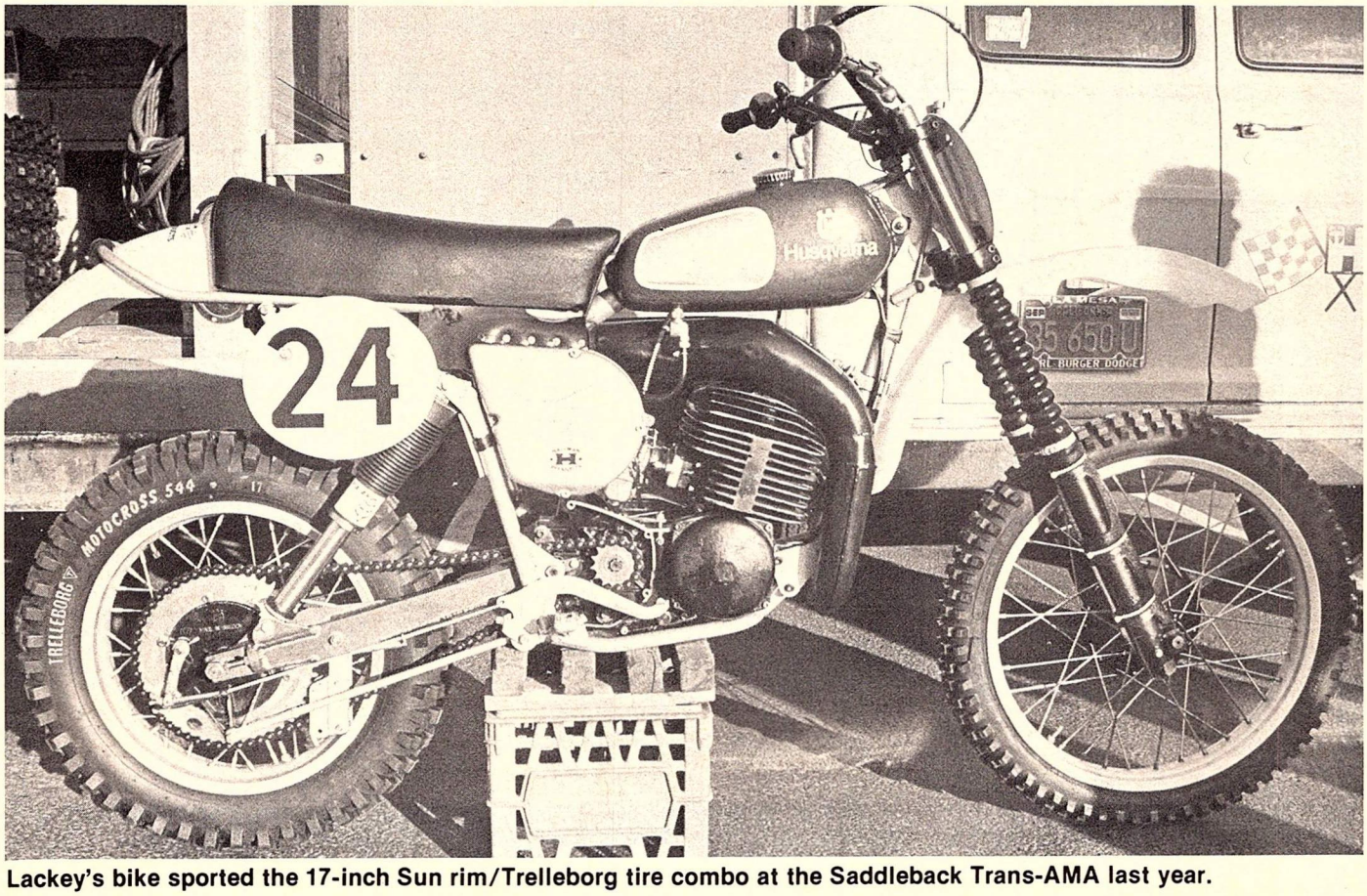
More rubber to the ground is where it's at

By Dick Miller

☐ As Brad Lackey pushed his bike into position for the start of the Saddleback Trans-AMA last year very few people noticed that it was a little bit different from every other bike on the line. His Husqvarna was sporting a 17-inch rear wheel and tire, and even the most inexperienced novice could see that he had more rubber on the ground than any of his competitors.

Torsten Hallman and Roger DeCoster came up with the idea because of the problem of rear wheel clearance and the height of the bikes with long-travel suspension. They figured a smaller diameter rear tire would lower the bike in the rear and still give the same amount of travel. Roger then told Torsten it wouldn't work and went home to Belgium. When he got home he had changed his mind, and he called Torsten and said he was right and that it would work. They got their heads together and then realized that it was no easy thing to make a tire. The Honda Gold Wing uses a 17-inch rear tire, so they took that for a foundation and tried to put a knobby tread on it. The first prototype made by Trelleborg was a 5.00x17, but as it turned out its overall diameter was only 10mm less, not very much savings in height.

When Lackey's bike was fitted with the first tire and rim for use in the Saddleback Trans-AMA, they then learned that there was an unbelievable amount of traction and hook-up to the hard, slippery Saddleback turf. Ordinarily you have to run around 16 to 18 pounds of pressure on this track, but the Sun-rimmed 5.00x17 Trelleborg on Brad's bike required only five pounds of pressure. Another bonus was a change in the working of the rear suspension. The increased volume of air and reduced pressure caused the rear suspension to work easier and gave a much better ride. Lackey was impressed enough to run the same tire (it was the only one) in the following two Trans-AMA events and would have run it in the final events at Phoenix if it hadn't been completely bald. You have to realize that all of these bikes run a new tire at every event in order to get the full impact of how much he liked the tire. If you check out Grand Prix cars, and for that matter other racing vehicles, the idea makes even more sense. They are all using the squat, low-profile tires for better traction, so why not on motorcycles?

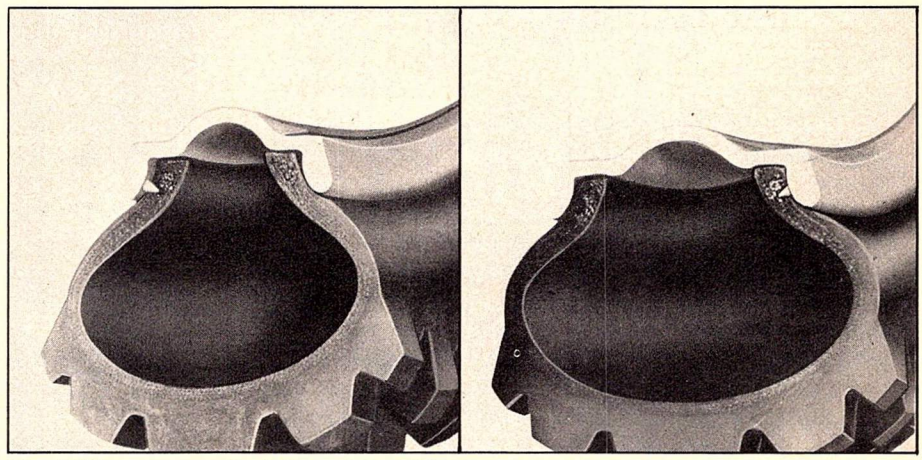


Lackey's bike sported the 17-inch Sun rim/Trelleborg tire combo at the Saddleback Trans-AMA last year.

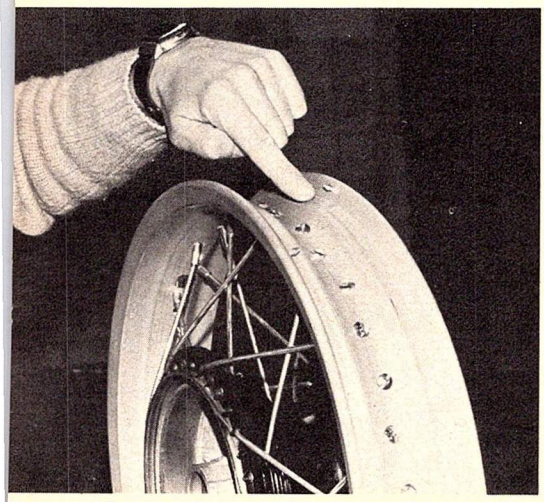
LLEBORG 5.00x17 TIRE

Lars Larsson, Torsten's partner in Torsten Hallman Racing, based in El Cajon, California, said that he has already sent a batch of the new Sun rims to Torsten in Europe, and he reports that by the end of the GP season most of the riders will be using the 17-inch rear wheel setup. At this time Hallman Racing has the only 17-inch tires in the States, since they are the Trelleborg distributor; however, he said that Metzeler is now in the process of making one also, and it should be out shortly. Since Hallman Racing is also the distributor for the Sun rims, they have a jump on the market. An added bonus of the alloy Sun rim is the use of studs to keep the bead from slipping. The holes are pre-drilled in every rim and you can use as many as you need, depending upon the kind of riding you do.

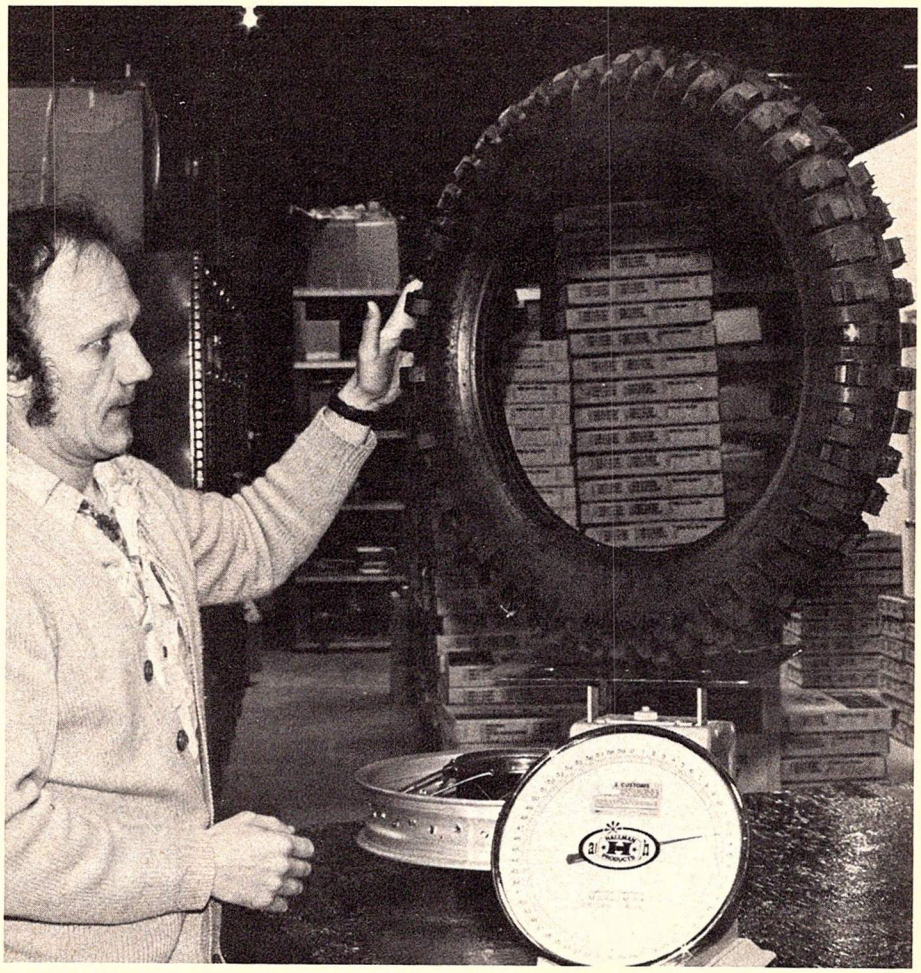
The 17-inch Sun rim will cost in the vicinity of $40, while the Trelleborg tire is about ten more than the rim. It isn't a cheap conversion, but then what is these days? More information can be had by writing Hallman Racing at 1300 Hill Street, El Cajon, California 92020.



The WM-3 rim on the left and the WM-4 on the right show the difference in volume of air and profile of the tire. Check out the studs as they grip the bead.



Lars points to the removable studs that can be fitted to the predrilled holes in the Sun rim. No rimlocks are needed with the use of the studs.



Hallman Racing has the only 5.00x17-inch tires in the country at this time but several other tire manufacturers are in the process of coming out with the same.

Product Evaluation

ROWE TIRE MACHINE

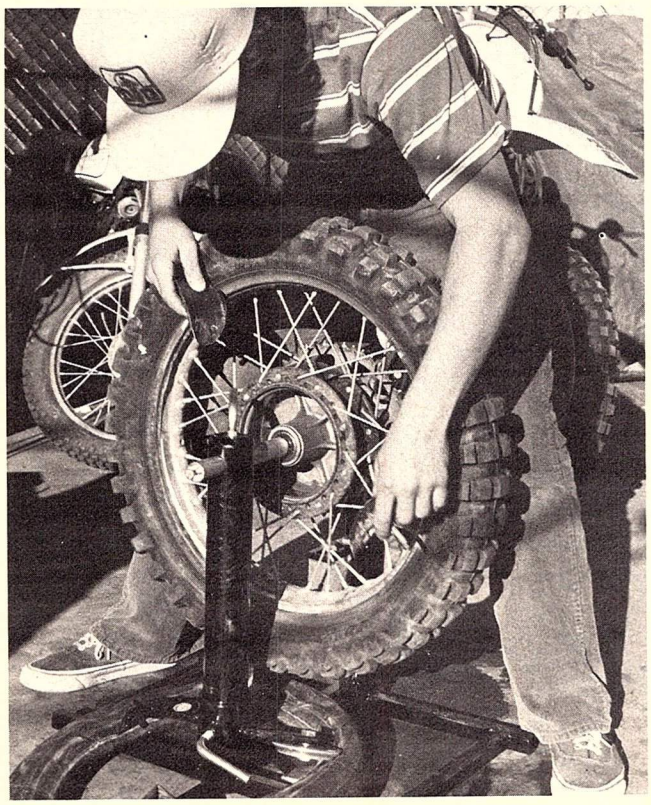
Practice cheating for the ISDT

By Jody Weisel

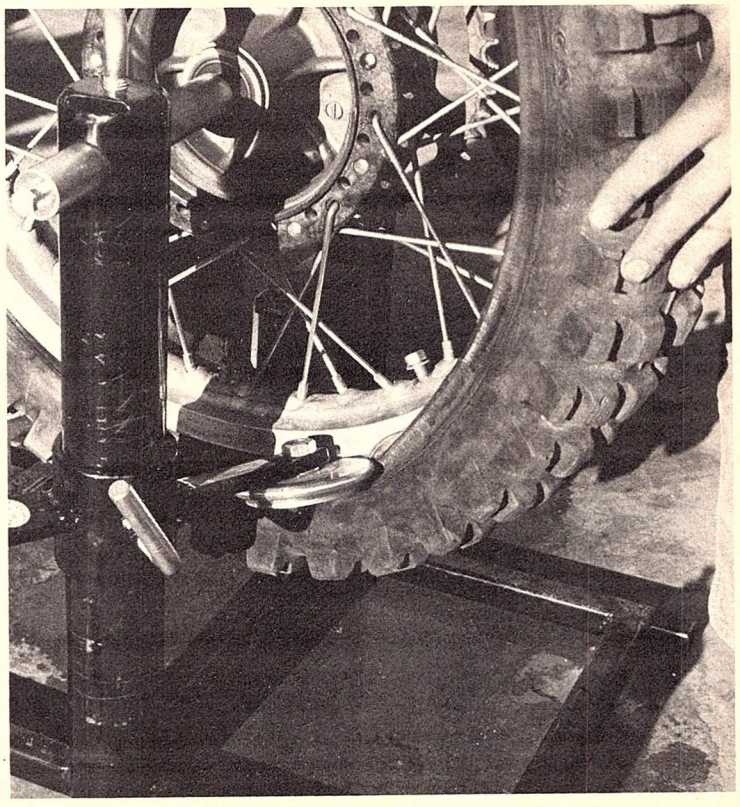
☐ There is nothing in the world worse than having to change a flat tire on your moto-beast. By the time you have wrestled the tire off the rim, destroyed the rim in the process, fixed the tube, grappled it back into place, pinched the tube twice, cut three fingers and learned several new swear words, the sun has set on the day's riding. Taking your flat down to your local friendly dealer doesn't always cut it either. When they see you coming with a flat tire they run out and put up the *closed* sign.

Finally somebody had done something to make life a little easier. Rowe Products at 16303½ Piuma, Cerritos, California 90701, has designed the first innovative and easy-to-use tire machine for motorcycle tires. The $160 price tag takes it out of the ballpark for the lonely privateer, but for shop owners, race teams and motorcycle clubs this is one good investment.

Step one in removing the tire with the Rowe Tire Machine is to insert a tire iron under the bead and place the hooked prong into the opening. Leave the tire tool in the tire for better results.



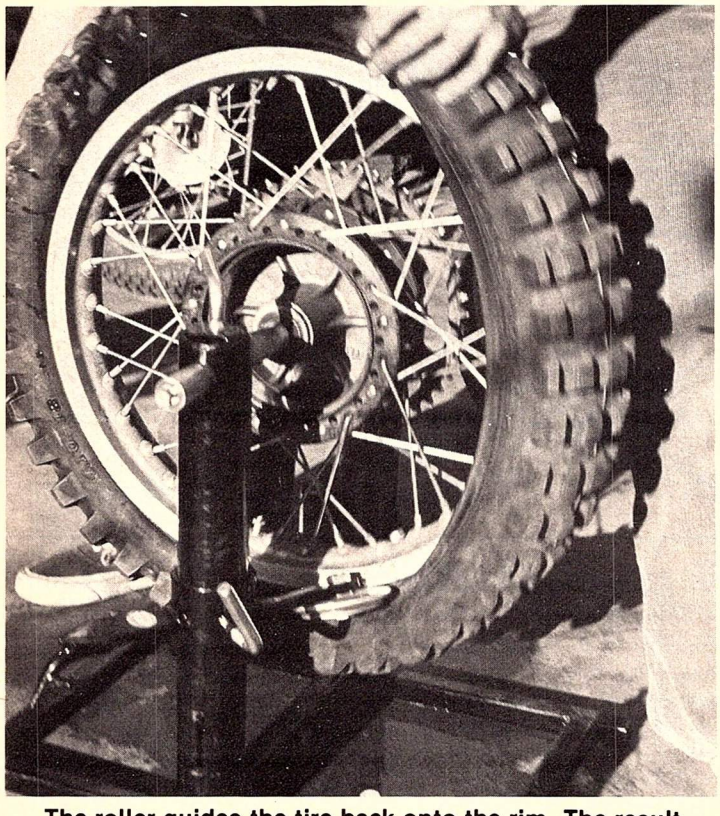
After patching the tube, the rim locks are reinserted along with the tube.



On the other side of the hooked prong is a roller. By placing the roller a quarter-inch away from the rim and slowly spinning the tire, the bead is forced back on.

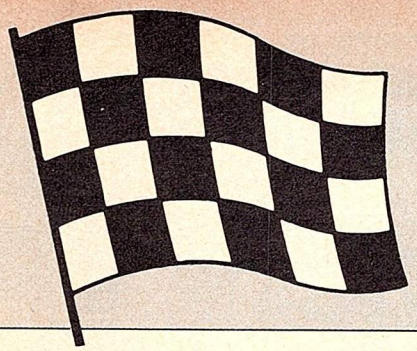
In step two you grasp the tire and spin it. The hooked prong levers the bead off of the rim. Pushing the back bead into the drop center of the rim makes the spinning less strenuous.

Repeating the same process with the back bead will result in the tire carcass flopping off in less than three minutes. The tube and rim locks were removed immediately after step two.



The roller guides the tire back onto the rim. The result should be safe, quick and hassle-free tire mounting. The tube can't get pinched because no tire irons are used in remounting the tire.

Without even working up a sweat this 4.50 by 18 was completely removed and remounted in less than ten minutes. The more you practice the faster you become.



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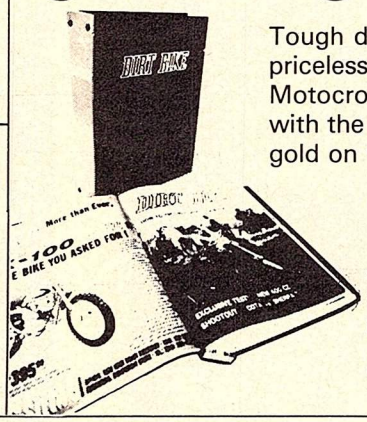

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Product Evaluation

JT BODY SHELL

A cast for thousands

□ About six weeks ago Jody was out testing a high-powered 250 motocrosser for a future issue of MXA, and he decided to take a new inside line through the gnarly stuff. This line was so bad that nobody was using it, but traffic was bunched up in front and a surprise move could pull off a pretty nifty double pass. Quite in character, Jody crashed before he could pull the inside pass off. Suddenly his inside line became popular, and before he hit the ground two Maicos ran over him! Aside from a few nasty looking Trelleborg tracks up his back, everything was fine, until the next jump when he discovered a couple of broken ribs.

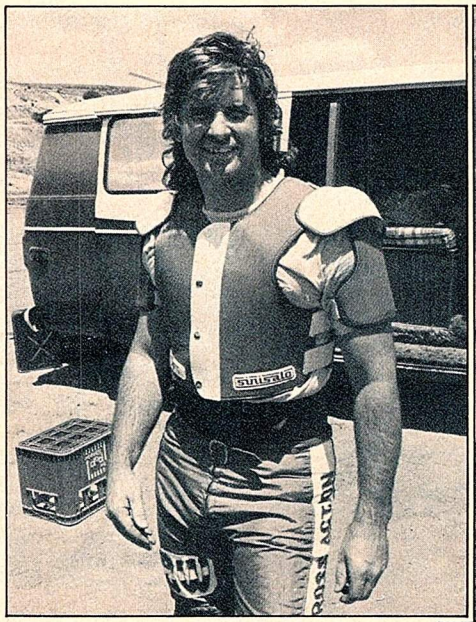
While healing, Jody talked to John Gregory at JT Racing. John sympathized with the ignominy of the whole situation. Many people don't race because they are afraid some squid will lay them out. John has a product out for just such people. It is called the body shell, and it's a complete wraparound chest protector that covers the complete upper body, front and back, with eighth-inch plastic and foam.

"Let me warn you that it is going to be hot," said John.

"Is it as hot as a full body cast?" asked Jody.

The body shell is extremely comfortable, and is the maximum in protection. Elastic side panels allow a tight fit, but at the same time the foam fill makes it comfortable. It is not for everyone. Jody wears it in practice when the real killers are out on the track and then switches to his Mikkola chest protector if it looks safe. Rarely does it ever look that safe.

If you live in a really hot climate this body shell is not for you, but if you live in a really hot climate dressing in leathers, helmet, boots and gloves is only for the moto-insane. For people with previous injuries to the ribs, spine or chest, this the best product on the market to date. For people with a fear of future injury to these parts it is just as good. Retail is $48.95 from JT Racing, Box 10, Bonita, California 92002. It comes in small, medium, large and extra-large. m



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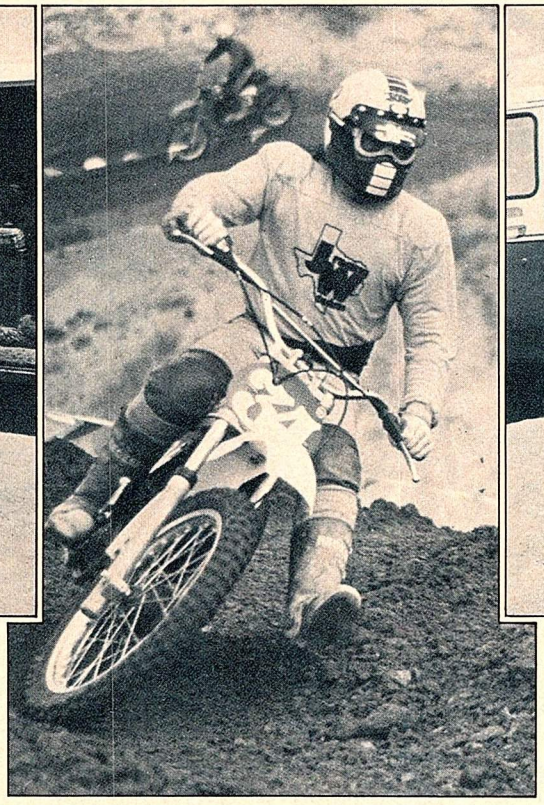

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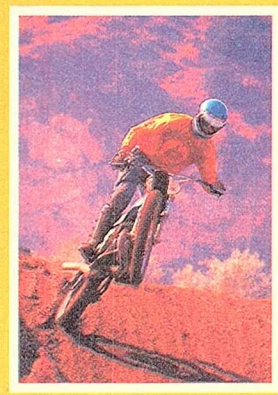
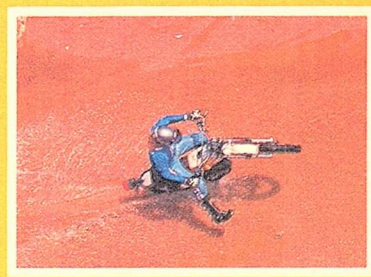


10. JIM CONNOLLY, 250 BULTACO PURSANG



9. GEORGE WEGNER, CAN-AM 175

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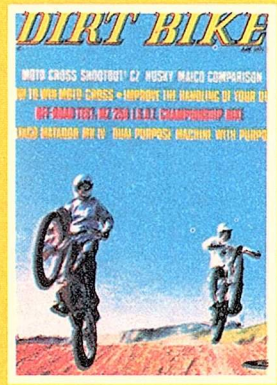

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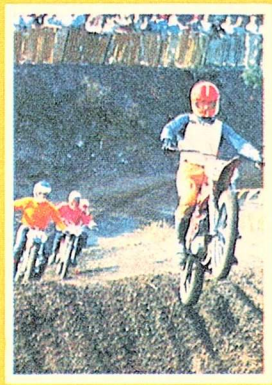
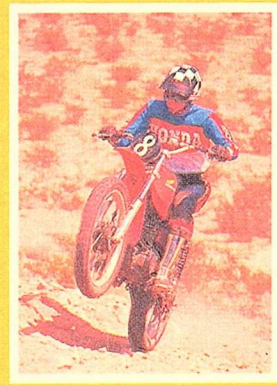
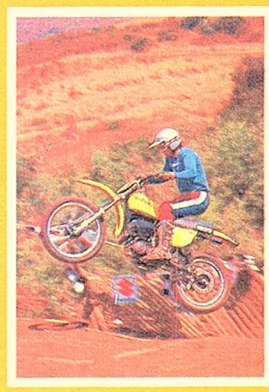


2. ACTION AT INTER-AM



11. AL BAKER ON A 250 HONDA



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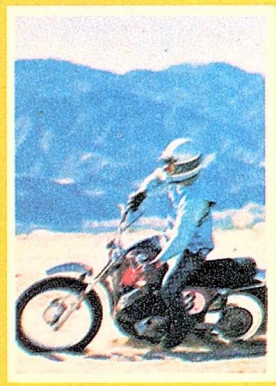
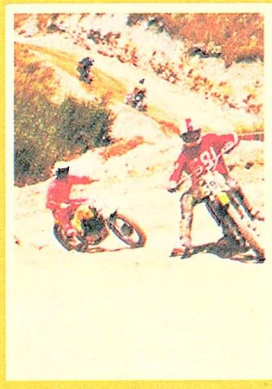


3. JIM CONNOLLY INDIAN DUNES



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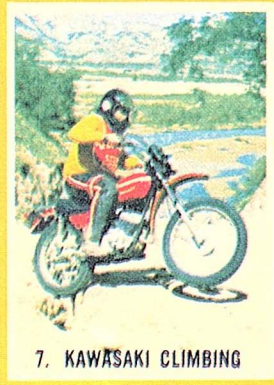

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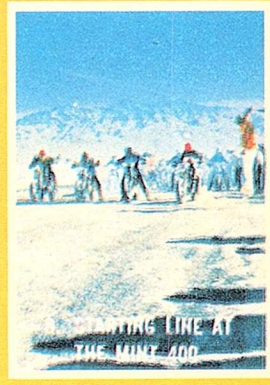

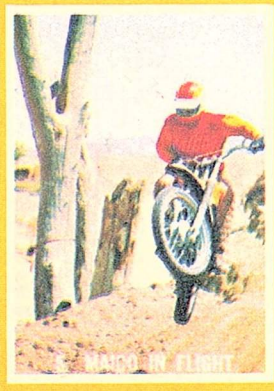

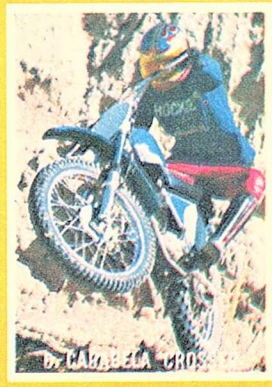

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MOTOCROSS ACTION

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DIRT

Continued from page 14

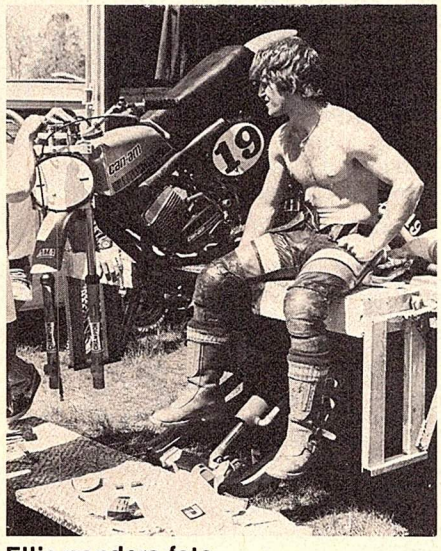
air-forked, re-piped, 250 and 370 RMCs in August.

When Honda and Kawasaki release their new 250s the class will be the most competitive it has ever been. The RM, YZ, KX and CR battle will only increase the technological battle already raging with the European brands. Check out the Montesa 250 VB test for a sample of what's to come.

* * * *

THE LAW'S EFFECT

Remember that we told you recently that any rider with a National number lower than 20 would not be allowed to ride the Support class? Well, the effects of



Ellis ponders fate.

this rule are just beginning to sink in up in Valcourt, Quebec, where Can-Ams are produced. When the 500cc National Championship series rolls around, Jimmy Ellis will either ride an Open class mount or go home to Cobalt, Connecticut, and grow mushrooms until next year. Ellis is National number 19. Expect a 360 Can-Am by fall.

* * * *

MECHANICAL KNOW-HOW

Team Yamaha's Ricky "Lumberjack" Burgett has earned a reputation as a crash and burn artist, and in the past his mechanics have had to be the fastest handlebar-changers in the pits. Last

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When track repairs were called for at the Hangtown National Gaylon Mosier's Maico mechanic, Rocky Williams, pitched in to help rip out the fence. Giving advice, are George Ellis and Rex Staten's Harley Mechanic.

MOTOCROSS ACTION MAGAZINE

BACK ISSUES

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May 74	The Sang Gang Takes Over
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Sept. 74	Yamaha Moto Shock
Oct. 74	Czech Nabs Super Bowl
Nov. 74	DeCoster at U.S.G.P.
Dec. 74	125 World Cup
Jan. '75	Elsinore Fork Kit
Feb. '75	Magnetic Inspection
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year Little Ricky, who isn't little, could go through three sets of bars a day. This year Rick has given up heavy crashing in favor of top-five placings. Even so, mechanic Larry Carpenter still carries enough bars to open up his own specialty line.

* * * *

Automatic MXer.

ENGLUND GOES SHIFTLESS

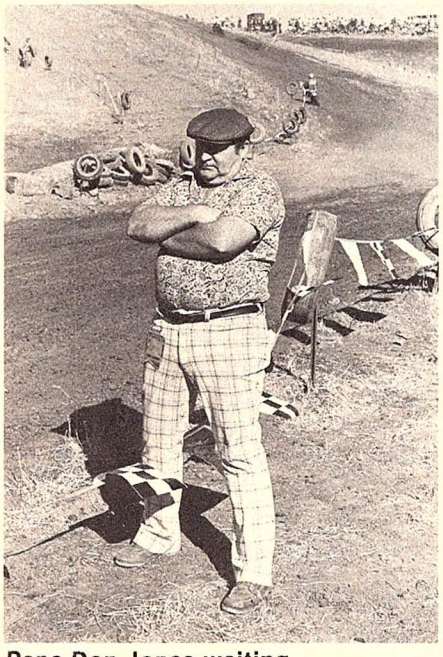
Ever since Husky released the 360cc Husky Automatic enduro bike, the world has been waiting for the motocross model. Finally it has arrived, sort of. Arlo Englund bolted the 390 top end onto the automatic transmission and put the whole package into his MX frame. Husky spokesmen said, "This is the acid test." Arlo came through and finished second overall behind Team Kawasaki rider Terry Clark in the 500

Support class. Nils Arne Nilsson, Husky Product Manager, said, "If things continue to fall together this well, we could have the production version available sometime in July."

* * * *

KEEPING UP WITH THE JONES

After watching Gary Jones win the 250 title three years in a row, it has been a long time since his injury sidelined him and his development



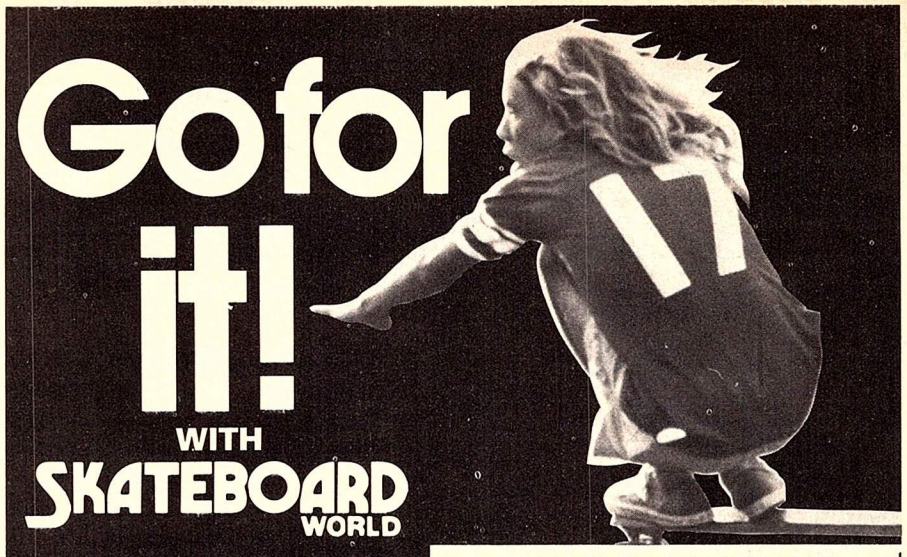
Papa Don Jones waiting.

work slowed him. Now the Jones-Islo is finally starting to work. Out at Saddleback the past couple of weeks Gary and Papa Don have been turning in highly competitive finishes on what is the quickest high-intensity track in the world. And what about the eventual sales of the Jones-Islo? Everyone keeps waiting, but it won't be this year.

* * * *

UN-RETIREMENT ANNOUNCEMENT

Wave hello to Christer Hammargren. The Swedish veteran announced his retirement from Grand Prix racing at the end of the 1976 season, but has since changed his mind. Hammargen, who had ridden for Husky, Yamaha and Kawasaki, has decided to return aboard a four-stroke. After contract talks with CCM, Hammargren has decided to ride one of the new Bengt Aberg Yamaha TT500s.



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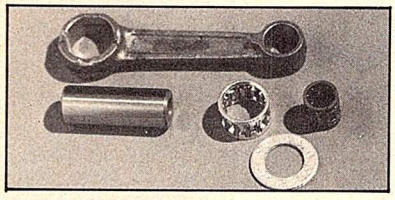

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Circle Number 13 on pg. 73

WINGNUT

Continued from page 17

compression should then be boosted to approximately 160 pounds, which will amazingly increase your torque and add about one full horsepower overall. This modification always requires larger jetting to most motors.

CLASS SWITCHING

I recently bought a KTM 250 MC5. I got the bike near cost (about $250 off retail), and I have a decent sponsorship. The problem is that I own a FMF Yamaha 125 Y2C. I really like the 125, but have been told that I shouldn't run both the 125 and 250 classes. I would like to focus my racing toward the 250 class, but I like the 125. Would it be too hard to ride a small-pipe bike and switch to a 250? I am dead serious about racing and would like to go a long way.

Steve Chaffee
Salem, Oregon

You have made a darn good choice in purchasing the KTM 250. Out of the box, I don't believe there is a stronger or smoother machine. It's extremely light and capable of a holeshot at any track. In other words, once you master the KTM, you should be able to be a top competitor in the 250 class. If you're going to hop back and forth to different classes, let alone different brand machines, I feel it's going to take quite a while to adapt to the transition from 125 motos to 250 motos. By the time you can successfully make the switch, there will be newer, updated machines available and you will have to start all over. I say, if you take your racing seriously, do it right or don't do it at all. Sell the Yamaha and be the champ in your 250 class.

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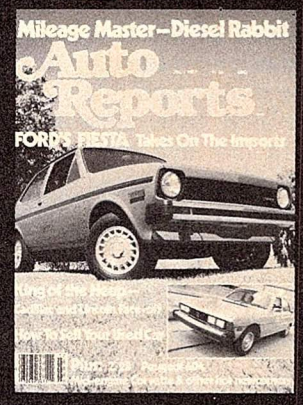

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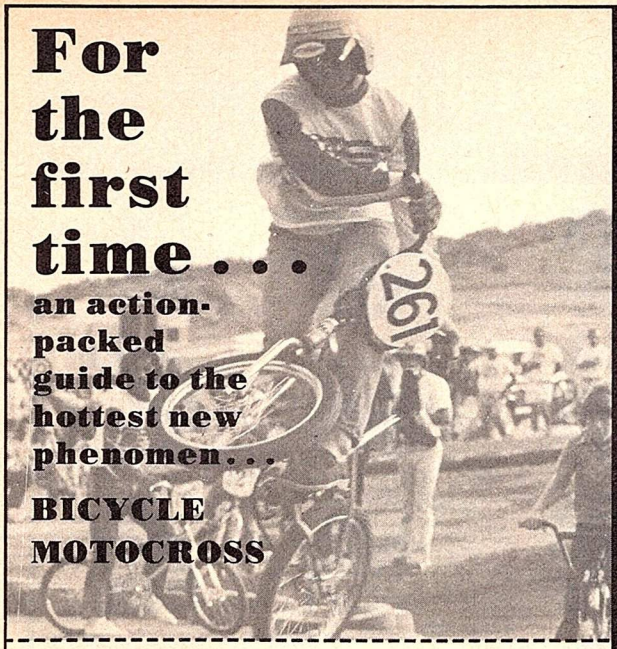

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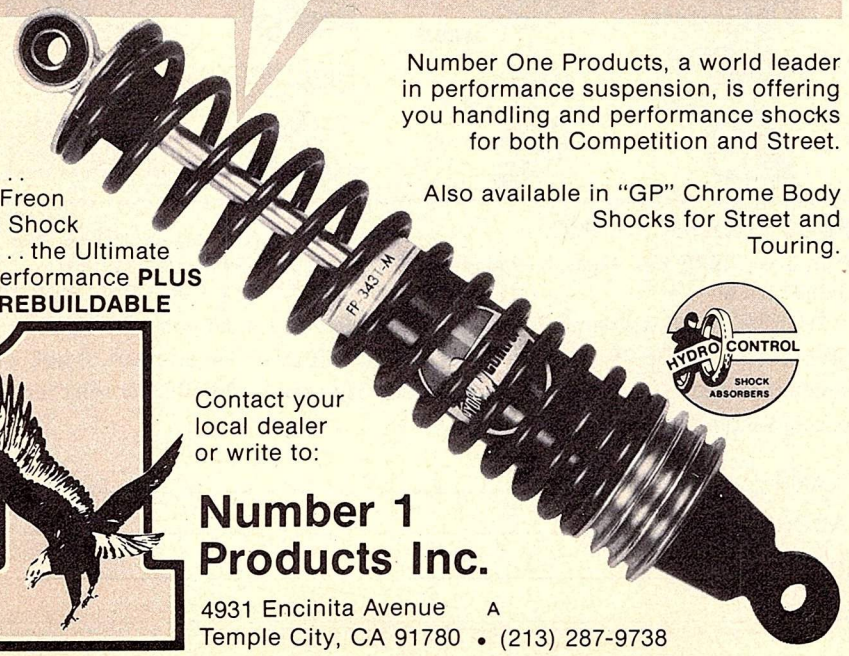

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Circle Number 14 on pg. 73

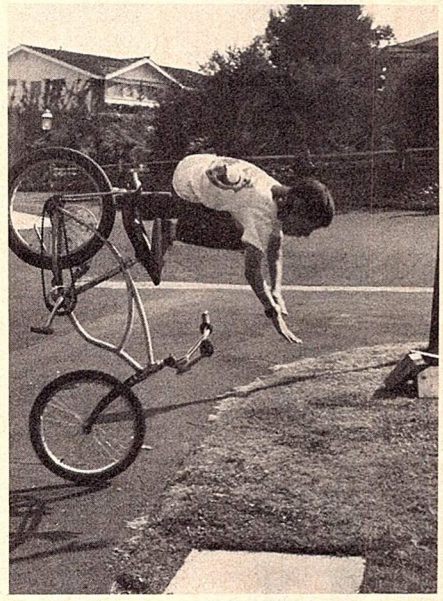
MAIL ENTRIES

Continued from page 18

down in the coverage of the Golden State Series.

Warren Johnston
Dallas, Texas

(Actually only 14 copies were printed with the picture of Warren Reid backwards. Instantly they have become collectors' items. If you have one count yourself blessed. Soon you'll be rich.)



BIKE BASH

Dear MXA:

You guys think you are so hot. Try this one on your big bikes. And just think, this guy is one of the sissies on our street!

Carl Anderson
Woodland Hills, California

(Perhaps he'll grow up to be an Art Director.)

WEAKENED CONDITION

Dear MXA:

After a few short minutes of riding I find that my hands get very tired. This didn't happen with the stock grips, but I found that the stock grips were too slick. What gives?

Rob Turner
Lynchburg, Virginia

(Your hands.)

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Dear MXA:

What's with Bub, uh . . . Bob Hannah getting to be Rider of the

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Circle Number 16 on pg. 73

Year? I'll bet I got more votes than he did but you guys figured I was some unknown and canceled all my votes. Hey! I'll bet that's what you did.

Rich "the Pest" Pestes
Vancouver, British Columbia

PICKY PRIVATEERS

Dear MXA:

On page 60 of your May issue Roger and his mechanic should wipe the smiles off their faces, because the poor privateer is about to blow them in the giggly bushes. Because, you see, the mechanic forgot to put a clutch cable on Roger's bike.

Wild Wayne
Portland, Oregon

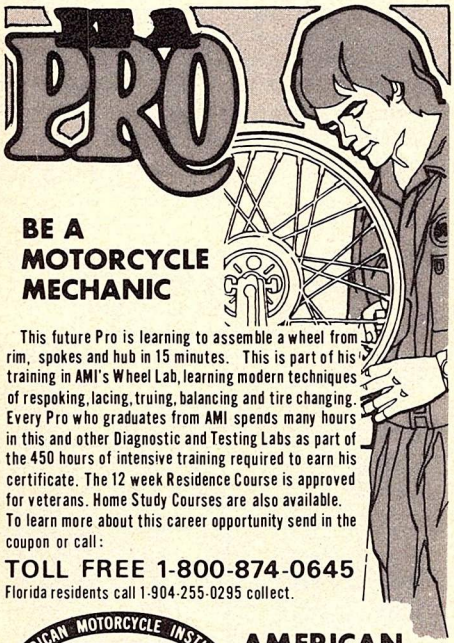
PEDAL PUSHER

Dear MXA:

In the June issue, how did Hannah get the MX bicycle in the air? Did he DNF on Jennings? I noticed him walking funny at a 125 National.

Please forward my address to Miss Hang Ten for a ride on my RM. They say it is better in the dirt.

Johnny Little
Levittown, Pennsylvania



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Circle Number 15 on pg. 73

Jody counting his ROY ballots.

Dear MXA:

Bob Hannah had better watch it! Not only is he bunny hopping Suzuki mechanics, but he is pedaling a Suzuki BMXer. Maybe Hannah likes Suzukis.

Also, I was wondering, how many votes did MXA test riders Jody Weisel and the Baz get in the ROY awards?

Randy Abbott
Yosemite, California

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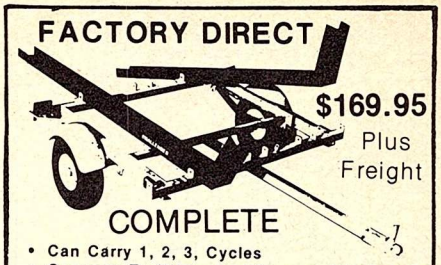

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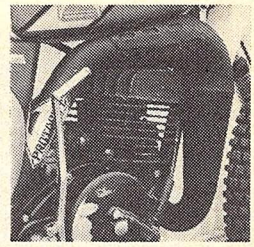

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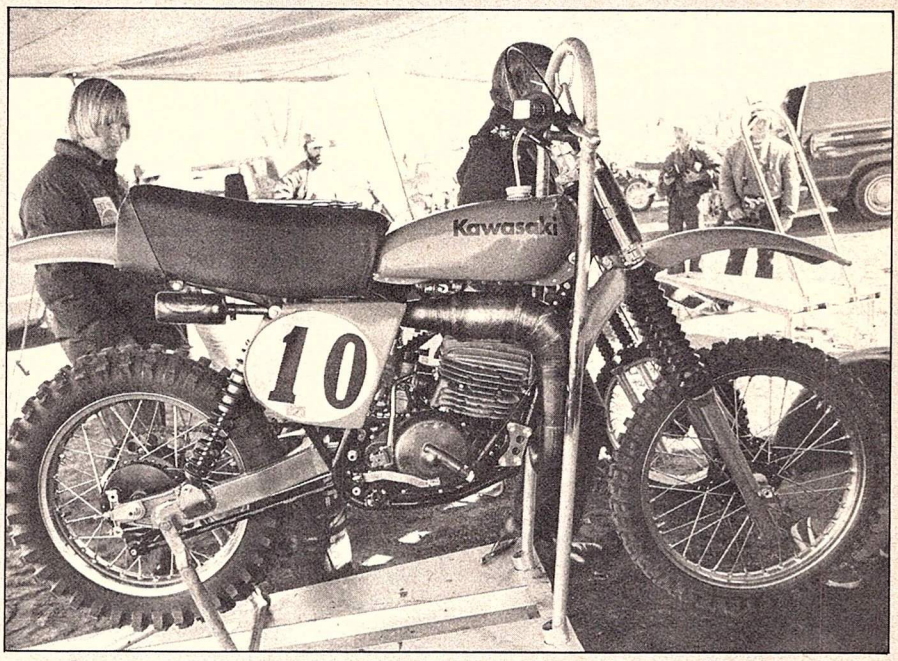
Circle Number 20 on pg. 73

EXOTICA

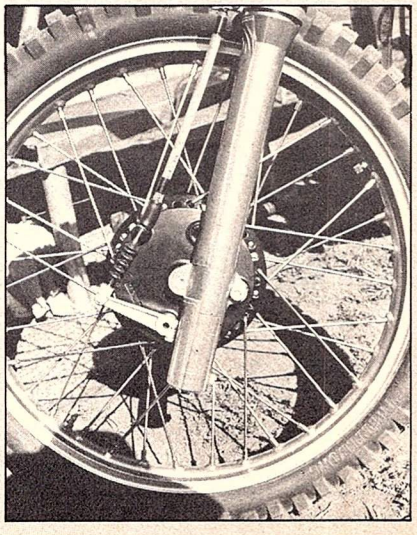
Continued from page 25

Kawasaki KX250



The new Kawasaki works bike is nothing new. It is the same successful formula used last year. Note the massive aluminum swingarm, reed-valved cylinder and long-travel forks. Gone are the machined plastic dust covers of the past. With its fat seat and hand-welded pipe, Jimmy Weinert's bike looks a little cobby.

The KX250 Kawasakis had an unusual method of holding the backing plate in place. A bolt directly behind the axle screws into the backing plate to provide a brake anchor.



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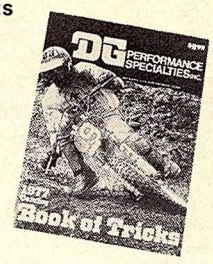

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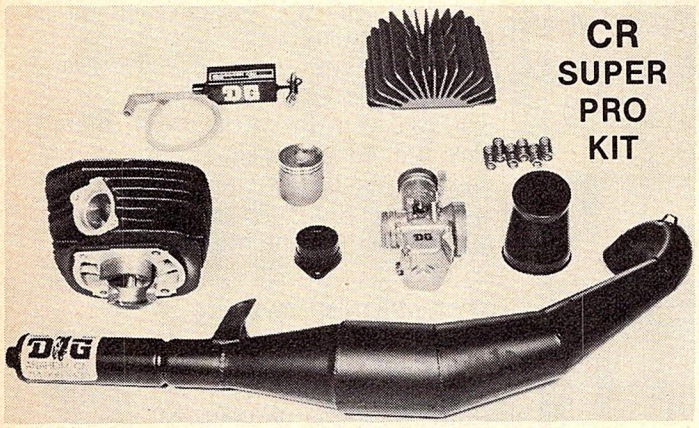

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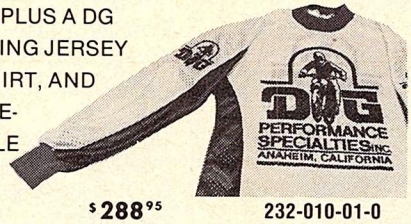

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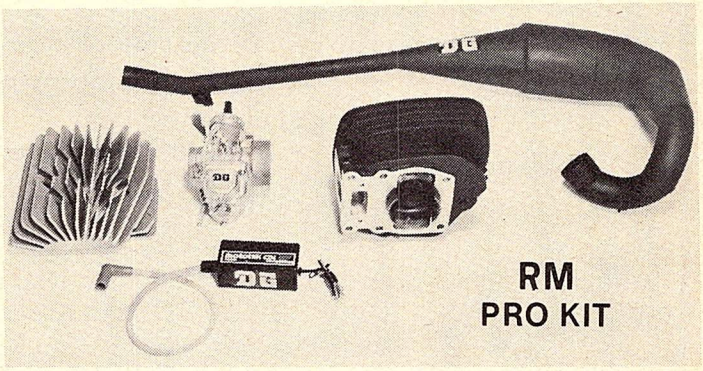

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Circle Number 21 on pg. 73

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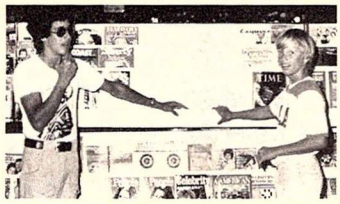

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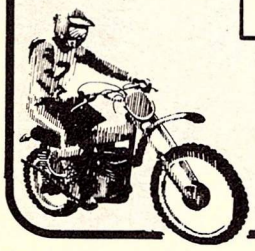

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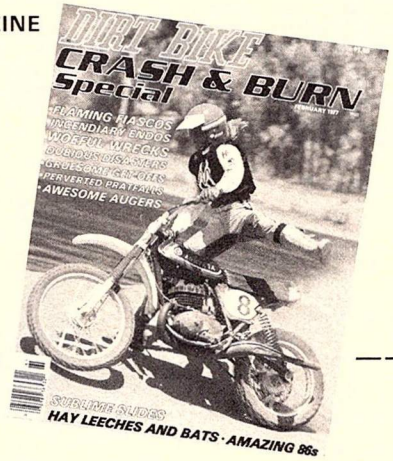

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MAINJET

Continued from page 7

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p) Husqvarna
p) other

6. WHAT TYPE OF BIKES DO YOU OWN?
a) trail/enduro
b) motocross
c) street/ trail
d) trials
e) flat-track
f) speedway

7. DO YOU COMPETE IN ORGANIZED COMPETITION? IF SO, WHICH TYPE?
a) motocross
b) enduros
c) trials
d) flat-track
e) speedway

8. DO YOU PLAN TO BUY A NEW BIKE WITHIN THE NEXT YEAR?
a) yes
b) no

9. IF "YES", WHAT MAKE DO YOU PLAN TO BUY? _____

10. HOW MUCH MONEY DO YOU PLAN TO SPEND ON ACCESSORIES FOR YOURSELF AND YOUR BIKE THIS YEAR?
a) $0-$25
b) $25-50
c) $50-$100
d) $100-$200
e) $200-$400
f) $400 and over

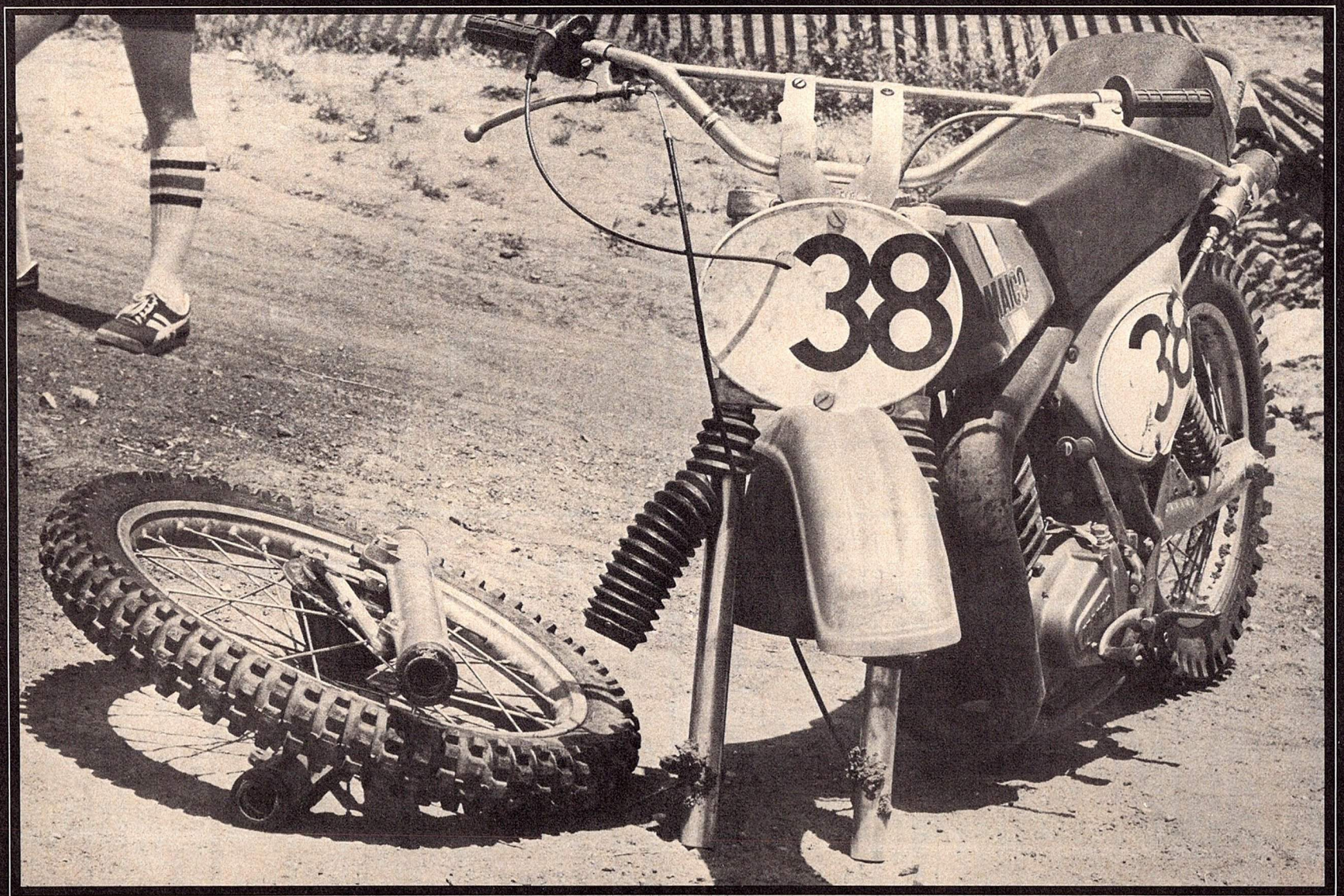
11. IN ORDER, WHICH FIVE TYPES OF ARTICLES INTEREST YOU THE MOST?
a) competition
b) technical
c) new bike tests
d) personality features
e) product evaluations
f) other
1st _____
2nd _____
3rd _____
4th _____
5th _____

12. IN ORDER, WHICH FIVE MOTORCYCLE MAGAZINES DO YOU READ MOST OFTEN?
a) Dirt Bike
b) Motocross Action
c) Cycle
d) Cycle World
e) Cycle Guide
f) Popular Cycling
g) other

(insert letter)
1st _____
2nd _____
3rd _____
4th _____
5th _____

Berm Shot

A funny thing happened on the way over the big jump . . .



Photograph By Barbara Mizuno

California Free Former SKATEBOARD
A·L·S INDUSTRIES, INC., TORRANCE, CALIF. ™©

BLAMMO®
Sugarless Bubble Gum

BLAMMO SKATEBOARD SWEEPSTAKES

- **FIRST PRIZE**
  All expenses paid trip for four to California Free Former World Skateboard Championships (Sept. 24/25, 1977), and more!
- **200 SECOND PRIZES**
  California Free Former Skateboards
- **1000 THIRD PRIZES**
  1-year subscription to 'Skateboard World" magazine, plus "Learning to Skateboard Correctly."

1201 PRIZES TO WIN

How to enter BLAMMO Skateboard Sweepstakes. To qualify for the drawing, complete this official entry blank and include any wrapper from Blammo Sugarless Bubble Gum, or hand print in block letters on a 3" x 5" card your name, address and age and "Blammo Sugarless Bubble Gum" and mail to: Blammo Skateboard Sweepstakes, P.O. Box SS, Chicago, Il. 60677.

NAME_____ AGE____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

NO PURCHASE NECESSARY. Entries must be received by August 14, 1977. Enter as often as you wish but each entry must be mailed separately. Only one winner per household. Winners will be selected in a random drawing to be conducted by H. Olsen & Company, an independent judging organization, whose decision will be final. Chances of winning determined by number of entries received. All 1,201 prizes, worth approximately $16,890.00, will be awarded. Sweepstakes open to all residents, 25 years of age and under, of the U.S.A., including Florida, except employees and their immediate families of Amurol Products Company, and all its associated companies, their advertising agencies, and H. Olsen & Company. Void in Missouri and wherever prohibited, taxed or restricted. All entries become the property of Amurol Products Company and none will be returned. Winners will be notified by mail. All taxes are the sole responsibility of the winners. First prize trip winner, if a minor, must be accompanied by parent or guardian.

WATCH FOR TY PAGE AND OTHER MEMBERS OF THE FREE FORMER PRO TEAM AT LOCAL BLAMMO SUGARLESS BUBBLE GUM SKATEBOARD DEMONSTRATIONS EVERYWHERE.

LOOK FOR BLAMMO SUGARLESS BUBBLE GUM IN STICK OR CHUNK

MORE FLAVORS!
FRUIT— GRAPE— CHERRY
ORIGINAL BUBBLE GUM FLAVOR AND HOT SPICE
MORE BUBBLE GUM FUN!

CHEW BLAMMO!

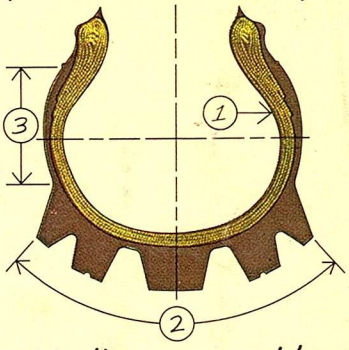
EAGLE M/X II

A study in strength

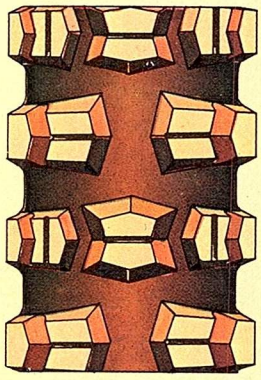
If you ride motocross, hare scrambles or enduros, we're not about to tell you how punishing

it can be. But we would like to tell you this... Goodyear has studied motocross for some time and, with the help of riders like AMA 1975 Supercross Champion Jimmy Weinert, we engineered a new M/X tire. The Eagle M/X II. You should know what we did, and why we did it.

1. The Eagle M/X II starts with a rugged nylon cord body; then a new, extremely tear-resistant rubber compound is added.

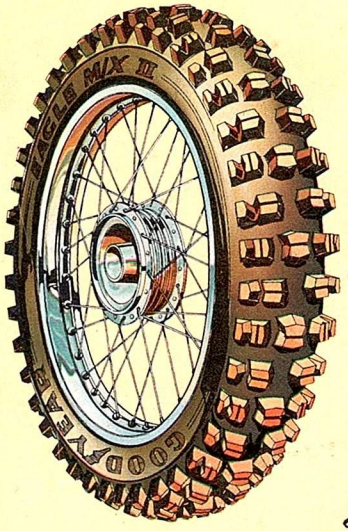


2. Its wide, flat footprint and tall, tapered lug design make for a stiffer and harder working tire. Shallow grooves in the top of each lug put hundreds of biting edges to work when you're running on marbly or hard pack surfaces.



3. The Eagle M/X II has a new high-standing sidewall, designed to flex and absorb the kind of shocks a motocross can throw at you.

4. The M/X II... it's a Goodyear Eagle. And every Eagle tire is painstakingly engineered for a specific type of rider. There's one for the way you ride. Ask your friends. Ask your Goodyear dealer about the Eagle M/X II... it's a study in strength.



GOODYEAR